

**WEATHER FORECAST**  
**FINE**  
Barometer 30.11

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January 14, 1913, Temperature a.m. 59, p.m. 63,  
Humidity " 86, " 75.

三拜禮 號四拾月正英港香

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**NEWS FOR BUSY MEN.**

**TELEGRAMS.**

**CONDENSED.**

Mr. Asquith has left for the Riviera.

and Master) for the plaintiff in the action, and Mr. Hind, (Mr. G. K. Hall Brutton) for the defendants.

Sir Francis Piggo said that in regard to the affidavits, which were mentioned yesterday, they had filed, or rather were about to file, one in reply to Mr. Master by Mr. Hind. He did not know if it would be looked at, but he believed that it did not run counter to their Lordships' decision yesterday with regard to evidence. If it should be looked at he hoped that their Lordships would allow him to argue the point they had filed on the affidavit, if admissible.

Mr. Sharp :—We have not seen nor heard of it.

Sir Francis Piggott said that what he proposed to do was that if it was looked at he would argue the point as regards its admissibility. If they used that affidavit, well and good, but if they objected, then it would not be read.

The Chief Justice:—Supposing we hold that it is not admissible on account of the ruling we gave yesterday; we can expunge it entirely?

Sir Francis Piggott:—Of course; it is only necessary to have it in case it is admissible.

The Puisne Judge thought it would save time to let the other side see it before it was filed.

Sir Francis Piggott:—I only want to safeguard the position in case it is admissible. I think there will be no doubt about it at all. Will your Lordships kindly refer to the grounds on which I started and on which I was going to make my motion?

The correction to the notes was made.

Sir Francis Piggot said that in taking up the point he was making yesterday, he was pointing out that the statement of claims on the writ could only stand at all if it were elaborated in the following way.—Chun Suan nam had and received this money from the plaintiff Government to send to the rebels at Nanking on behalf of the plaintiffs, the plaintiffs being the Government.

The Puisne Judge asked if it was not the principle of Mr. Rieu's case that when a usurping Government commits a crime and then

verment came in fact  
afterwards turned out by the  
original Government, or the G  
verment that succeeds, then t  
Government that came in sto  
in the shoes of the usurp  
Government as regards the pr  
perty?

Sir Francis Piggott said th  
he proposed to deal with that p  
santly. He did not deal with M  
Rae's case specifically yesterd  
because he thought it was on t  
plaintiffs to deal with it. The  
Puisne Judge asked if the po  
did not arise now. The usurp  
Government<sup>4</sup> ordered a cert  
person to do something w  
certain money. If he c  
it he would have be  
acquitted. The argument was  
he did not, but put it in his c  
the if.

Mr. Piggott said that he was obliged to his Lordship for putting it in that way, but he would deal with the point shortly. He was now only dealing with the case, looking at it in the light of common sense.

looking at it on general principles. Actions were not rights and duties actually not imaginable—there had to be a duty to the plaintiff if the defendant had broken the very face of it for the Government to adopt an order made against it by a rebel commander and say that it was a legitimate order which it had given was farcical. I was looking at it on the general principle with which they were all familiar actions were based on rights.

(Continued on Page 10.)

hts The Idols Eye. H.R.A.D.  
Theatre Royal.—9.15 p.m.

system. Already the Advisory Council of China has passed the first reading of a law to that effect, and there are now in Paris two Chinese gentlemen studying at the International Bureau of Weights and Measures the technical details of the subject with a view to completing what is planned.

Japan has for the present systems of weight and measure:

- (1) The metric,
- (2) The shaku-kwan
- (3) The kofira-shaku
- (4) The British yard

would be required. Its contribution would be a very difficult matter. Under the system present in force, two hours' supply to the rider main districts and a constant supply elsewhere, the daily consumption amounts to fully 4,000,000 gallons per day. The supply of 1,278,000 gallons per day, or, rather, one-third of the present supply. It would be impossible to ensure any equitable distribution of so meagre a supply in a city of such configuration.



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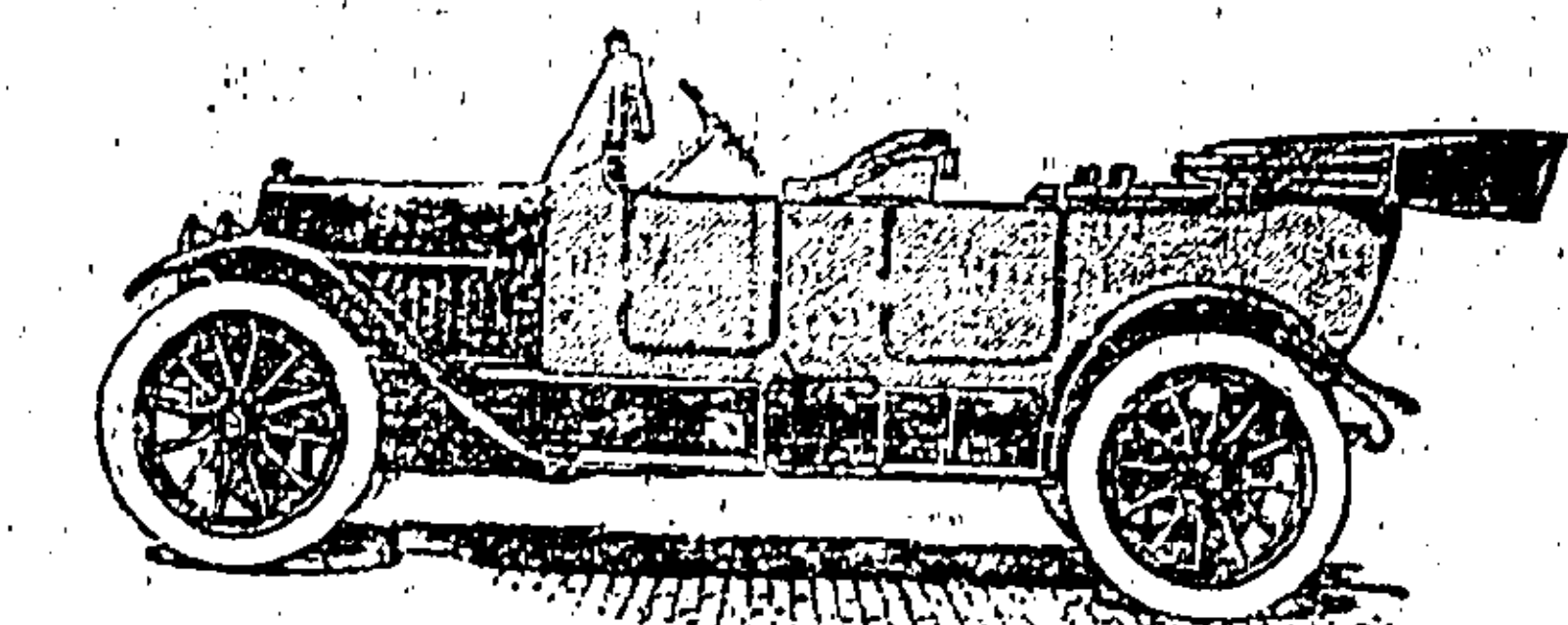
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CONTEMPORARIES.

Daily Press.

Philippine Independence.

It looks very much as if the  
whole story has been concocted to  
check the movement for the in-  
dependence of the Philippines  
and the *ballon d'essai* has, at least,  
served the purpose of showing  
that if "Independence" and neu-  
tralisation of the territory involves  
the residence of a representative  
of the International Commission  
in Manila, an American would be  
preferred to a Japanese. Though  
President Wilson has already  
gone a long way towards gratify-  
ing the aspirations of the Filipino  
people for political independence,  
we cannot but think that the time  
when America will hand over the  
Islands entirely to her proteges  
is yet far off. Mr. Cameron  
Forbes, the late Governor-General  
of the Islands, now that  
he has returned Home-  
is proving a powerful advocate  
against that step. Speaking at  
Boston recently he declared:  
"We cannot sell into bondage  
the millions of struggling Fili-  
pino, cloaking our action with  
the hypocritical claim that we  
are giving them independence.  
Is not one Mexico enough?  
Shall we make a second Mexico  
of the Philippine Islands?"  
With ten years' experience in the  
islands, Mr. Forbes speaks with  
a voice of authority on the ques-  
tion, and the people of the United  
States would do well to pay heed  
to the warnings he utters on a  
problem with which he is so  
intimately acquainted.

South China Morning Post.

Peking and the Press.

When the foreign correspond-  
ents in Peking were banqueted  
the other day one of them sug-  
gested the promulgation of a law  
permitting reasonable criticism  
of the Government and its doings  
by the native press. It is safe to  
say that no concession would be  
more appreciated by the editors  
of responsible vernacular jour-  
nals, whose lot since the revolution  
has not been a particularly envi-  
able one. Many newspapers  
have been suppressed and their  
editors severely punished without  
a word of explanation, though in  
most cases the reason has been  
fairly easy to guess. In but few  
cases was the defaulting publisher  
brought to trial in open court, as  
in civilized countries, and given  
an opportunity to explain his  
position. The press of China, as  
elsewhere, has rendered invalua-  
ble services in acquainting the  
public with the doings of those  
in power, but unfavorable criti-  
cism has not been tolerated on  
the ground that such was detri-  
mental to the maintenance of law  
and order.

China Mail.

Airships for the Navy.

It is often claimed that the  
aeroplane could destroy the air-  
ship, and that therefore the former  
is the more effective instrument;  
but it should not be forgotten  
that the airship can mount guns  
both above and below the "en-  
velope," and that it affords a  
much steadier platform, so that  
these guns could be used to  
greater advantage in the airship  
than in the aeroplane. The uses  
to which airships are likely to be  
put in connection with naval  
operations are long-distance  
over-sea scouting, the fight-  
ing of the aircraft of the  
enemy travelling by night, and  
attack upon the enemy's dock-  
yards, magazines, &c. The fact  
that they can remain stationary  
over one spot for any period of  
time, and can send wireless mes-  
sages over a distance of over 300  
miles, should make them particu-  
larly effective. At any rate, it  
is very satisfactory to note that  
the Admiralty are now more fully  
alive than at any other time to the  
importance of aircraft in warfare.

For a good solid meal at the  
Carte or Table d'Hôte with  
Wines & Liquors of the Best  
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## GENERAL NEWS.

## Well Circulated.

"You like take the—?" asks the solicitor in a periodical collection of the sort of stories it does. It repeats the boy's father's story from one father, one that sister from father and mother, and one copy that none of them have in my room."—Life.

## Drill or Football.

Radical and Nationalists, always ready to sneer at the Ulstermen, have made much of the fact that football is still played in the Northern province in spite of the alleged desire to drill. They now have their answer in the determination of the North of Ireland Rugby Football Club to cease playing so that the members might have an opportunity of participating in Saturday drilling of the Ulster Volunteer Force.

## Governor Harrison's Denial.

"I have no intention of leaving the Philippines in April and know no intention on the part of the War Department to ask me to return. I consider this one of the earliest opportunities that any man ever had and am too much interested in the work to think of leaving." So spoke Governor Harrison in answer to a query as to whether the publication of statements to the effect that he was to return to the United States in April were correct.

## The Irish Parliament.

There is topical interest in the denial of the mace and chair of the last Speaker of the Irish House of Commons to Lord Massereene's Antrim seat. The last speaker, John Horne, afterwards Lord Oriel, was a direct ancestor of Lord Massereene, and, according to tradition, he refused to part with the mace and chair on the closing of the Irish Parliament, announcing that he would keep them in trust for his next successor. Is the House still responsible for their transference from the National Museum in Dublin?

## Cloister for New St. Paul's Bridge?

Appropos the new St. Paul's Bridge, for which the City Corporation are now inviting designs, a correspondent in the Times suggests to those architects competing the possibility of introducing a cloister or broad way to the foot-pavement on either side of the roadway with windows overlooking the river, for which, says the writer, on a minor scale there is the glorious precedent of the Rialto Bridge in Venice. By this treatment, he adds, there is an exceptional opportunity of creating a strikingly artistic effect and at the same time providing the pedestrian with protection from the weather to which he must otherwise be exposed.

## Pheasants' Strange Diet.

"E.M." writes to the Times:—"A few days ago I found a score or so of pheasants feeding on a field of newly-sown wheat. I had obtained the seed from a well-known grower of pedigree wheat at Cuggehall, Essex. The spectacle of these pheasants feeding, as it would seem, on so costly a diet did not disturb me, but the foreman in charge of the farm, who was with me at the time, was extremely put out. 'They pheasants are eating my corn,' I said he was mistaken and I would prove it. I called on the keeper in charge of the woods which surround my farm on three sides, and told him to watch and shoot a cock pheasant after he had been feeding a good long time on the field. This the keeper did on Friday, and he brought the result to me. The cock's crop was full. The contents comprised 11 grains of maize, of which a quantity had been thrown in the covert for the pheasants; the rest of the contents was a closely packed mass of wire-worm—the full of my hands. I did not count the mass. It was dense mass of the pupae of the farmer's worst enemy."

## COTTON MARKET REPORT.

Mr. A. B. Rosenfeld, Shanghai, writes as follows in his weekly cotton market report of the 10th inst.:—"China Cotton.—Since the opening of the year the cotton market has been rather dull with a few fluctuations of a week ago, but just when the apathy seemed greatest, holders refused selling on account of a lighter movement of actual cotton, causing considerable nervousness among the opposing interest, with the result that the decline has been fully recovered."

The outlook for the immediate future continues uncertain but aside of intermediate fluctuations, the dominant factor in settling the question of the price at which the balance of this crop will be sold is undoubtedly to be found in the outlook after the Chinese New Year holidays. A great deal of interesting information on this important point which has been received of during the past week, has revealed that there is a better feeling in all the interior markets with every indication of continued prosperity during the coming year which has tended to a check on the development of bearish sentiment. As to consumption, there is little to be said. The demand for yarn here, as well as in all consuming centres, has experienced a decided activity which is rather welcomed by the trade, in consequence of which quite a large number of orders have been booked during the past week.

Looking at the situation in the broadest way therefore, I believe that as long as the outlook remains favourable, the preponderance of chances for lower prices will be against the market, so that for the present I see no reason to depart from the policy I have been advocating of buying whenever the market seems unduly depressed. Tone of the market, steady.

## BULLION.

Messrs. Moatta & Goldsmid's weekly circular dated London, December 19, states that "although there has been a steady undertone to the silver market, business has been on a very limited scale, for whilst the offerings from New York have been unusually small, buyers have adopted a waiting attitude and, with the exception of a little bear covering, order have been very few. The spot price has fluctuated between 26s.1d. and 26s.13/16 the latter being to-day's quotation, but in view of the present small stock in Bombay and the fact that next week's steamer is the last in time for the January settlement there, slightly higher rates may reasonably be anticipated."



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Apply to LINSTED & DAVIS, 3rd Floor, Alandra Building, Hongkong, 2nd Oct., 1913. [21]

TO LET.—9, Pedder's Hill, newly renovated, airy and comfortable. Apply to Leung Tsu San, 15, Bonham Strand East, Hongkong, 8th Jan., 1914. [1129]

TO LET.—Two room Flats, in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTON-JEE, Royal George Hotel, Hongkong, 17th Oct., 1913. [967]

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TO LET.—First floor of No. 4, Des Vaux Road Central, suitable for Office; occupation from 1st March next. Apply to DAVID SASSOON & Co. Ltd.

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Apply to HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 16th Dec., 1913. [1079]

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ON and after 1st February, Young British Gentleman wishes board and residence as paying guest.—Apply "X" c/o "Hongkong Telegraph."

## Notice.



Nothing is more worthy of your consideration than the welfare of your eyes. The trouble that to-day is small and easily remedied, if neglected may get beyond single measures. Be on the safe side and if your eyes are giving trouble call on us and have them examined. No charge for sight testing.

## N. LAZARUS,

OPHTHALMIC OPTICIAN.  
Tel. 1293. 1A, D'Aguiar St.

SENNET FRERES.  
Hongkong Hotel Building, Queen's Rd. JEWELLERS, WATCHMAKERS, HALL MARKED GOLD & SILVERWARE of all descriptions.



STOP WATCHES & BINOCULARS FOR THE RACES.

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A LIST OF NEW BOOKS WILL APPEAR IN THIS SPACE TO-MORROW.

LOOK OUT FOR OUR NEW BOOK LIST.

## Notices

SMOKE  
**"Embassy"**  
CIGARETTES & TOBACCO

VIRGINIA CIGARETTES  
No. 77 HAND MADE  
SOLD IN TINS OF 25 & 50

EMBASSY MIXTURE  
THE TOBACCO OF QUALITY  
W.D. & H.O. WILLS, BRISTOL, ENGLAND

"A most necessary rest"

## "WALK-OVER" -:- SHOES -:-



Have the Combination of Softness and Pliability that Gives such Ease and Comfort from the First, with the Firmness that retains the Original Style Always.

A Large Stock in All Sizes at \$10.00 to \$12.50 per pair.

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LANE, CRAWFORD & Co.

The Best Thing for Cough

IS

**TUSSERIN.**

Cures the worst cough, cold, bronchitis, influenza and all affections of the chest, throat and lungs.

Very agreeable to taste. Can be taken by children and adults.

Price: per bottle \$0.80.

**THE MEDICAL HALL,**  
Ice House Street.



**IZAL**  
The Ideal Disinfectant  
FLUID. POWDER. SOAP.

Great germicidal power, freedom from danger, economy in use, and absolute efficiency make IZAL the

**DISINFECTANT STANDARD.**

Officially selected by H.M. Government after stringent comparative tests. Mixes equally well in salt, brackish, and fresh water. NOT ONE of the black soapy disinfectants will mix with hard or brackish water.

W. R. LOXLEY & Co., Agents,  
YORK BUILDINGS, HONGKONG.

**MAPPIN & WEBB, LIMITED.**

NEW CONSIGNMENTS STERLING SILVER WARE  
PRINCE'S PLATE (Guaranteed for 30 Years).  
CUTLERY. From the Sole Agents

**CHS. J. CAUPP & CO.**

ALEXANDRA BUILDINGS, CHATER ROAD

ALWAYS HAVE A TIN OF  
**NESTLE'S MILKFOOD**  
for use in the  
NURSERY AND THE SICK ROOM.

Delicious, Wholesome & Heartening  
FOR BABIES, FOR INVALIDS.

**Nestle's Food**  
Invaluable in Hot Climates.  
THE BEST FOOD  
in Cases of Diarrhoea,  
Cholera, Infantile,  
Etc.

Simple to prepare. Easily digested.  
Obtainable at all Stores.  
Write to NESTLE & ANGLO SWISS CONDENSED MILK CO  
P.O. Box 351  
for a sample tin and a copy of our pamphlet, entitled,  
"Feeding and Care of Infants."







## TRAINING REPORTS.

## A Misty Morning at the Course.

The morning opened with unpropitious clouds at the Racecourse, a very thick mist mantling the whole of the course and prohibiting a view of even the distance post. Despite that fact, several ponies were out and about before half past six, but their work was of an easy nature. It was practically seven o'clock before any serious galloping was done, and then it was not possible to get more than the full time in any case as the mist commenced to close in and veered from side of the course to the other. At one time it would be impossible to see the time from the first quarter of a mile gate until the finish, and next time all the and posts would be obscured with the exception of the at quarter post and the winning post. This was aggravating to clockers and a great hindrance to riders. Nor did the mist clear until after eight o'clock and then but partially. President went well again over a mile, finishing in 32, the full time being 2.21. The performance of Twenty was even more meritorious, the mile being knocked off in 2.18, the last quarter being negotiated in 31. Mr. Humphries' sub. did a mile in 2.10. Olerio ran very stiffly, taking 2.28 for a mile. Banjolini did not impress anyone in his mile and a half gallop taking 3.34. He did the last quarter in 31.2.5. Flying Kangaroo failed to finish in a gallop, and Sir Ascalon was anything but satisfactory. The following are the notable times:—

Sevington cantered.  
Sweet William, —, 1-44.4/5, 2-20.4/5, 1q. 38.  
President 38, —, 1-40, 2-21, 1q. 32. Went remarkably well.  
Twenty 37-2/5, —, 1-47, 2-18, 1q. 31. Moved in fine fashion.  
Sir Paul's Chestnut Derby, 37 1/5, —, 2-19.2/5.  
Flock 1-53.3/5, 2-30.  
Mr. Apoor's Blue, —, —, 2-39.  
Messrs Humphries and Jupp's Subs, —, —, 2-10; Mr. Humphries won by a distance.  
Fickle Bird, —, —, 1-50, 2-21.  
John Peel's Derby Grey, —, 1-50, 2-21.1/5.  
His Excellency's two subs. 34.2/5, —, 1-45.  
Royal Rose, —, —, 2-22.1/5.  
Polkalini, —, —, 1-53.4/5, 2-25.1/5; 1q. 31.2/5.  
John Peel's Subs, —, 1-43.1/5, 2-18, 1q. 34.4/5.  
Clerio covered a mile very poorly in 2-26.  
Tref, 37.2/5, —, 2-25.2/5.  
Seal, 1-56, —, 2-30, 1q. 34.  
Red Cloud, —, —, 2-16.2/5.  
Floreal, 38, —, 1-48, 2-22, 2/5.  
Mr. D'Ottongen's Sub, 38, —, 1-48, 2-22 2/5, 1q. 34.2/5.  
Mr. D'Almada's Glorioso, —, 2-23.  
John Peel's Derby Grey (in blinkers), 2-23.4/5.  
Mr. Lowe's sub, —, 1-40, 2-22.2/5; 1q. 33.2/5.  
Messrs Lowder and Jupp's grey sub, —, —, 2-19.  
Mr. Seth's brown sub, —, 2-05, 2-40, 1q. 35.  
Sweet Pea, —, —, 2-17.  
Sir Paul's dark grey sub, —, —, 2-25.3/4.  
Banjolini, —, 36, 1-12, 1-48, 3-5, 2-20, 1q. 31.1/5; (Full time 3.34).  
Mr. Stubb's Derby, 35, 1-00.2/5, 1-43, 2-14.3/5, 1q. 31.3/5.  
Sir Ascalon, 35.2/5, 1-14, 1-48.3/5, 2-23.3/5.  
Mr. Grasson's Flying Kangaroo and sub, 35.2/5, 1-14, 1-48.3/5, 2-23, Flying Kangaroo did not finish.  
Sir Paul's Bay Derby 38, 1.15 1-51.2/5, 2-22.4/5, 1q. 31.2/5.  
Rosario, —, —, 1-45.  
Mr. Kadoorie's Chestnut, —, 35.2/5, 1-11, 1q. 35.3/5.  
Mr. Kadoorie's Grey, —, 35.2/5, 1-11, 1q. 35.3/5.  
John Peel's two subs. 36, 1-11.2/5, 1-49, 2-24.  
Sir Paul's (N.O.) Grey, —, 1-45.4/5, 2-18.3/5, 1q. 32.4/5.  
Sir Paul's (N.O.) Bay, —, 1-45.4/5, 2-18.3/5.  
Violini 39, 1-18.2/5, 1-55, 2-28.3/5, 1q. 31.3/5.  
Sir Paul's two subs. 36, 1-09, 1-44, 2-19, 1q. 35.  
Mr. Harvey's sub, —, 1-18.2/5, 1-53.3/5, 2-25.4/5.  
Mr. White's sub, —, 1-10, 2-5, 1-53.3/5, 2-25.4/5.

## HONGKONG BENEVOLENT SOCIETY.

## Satisfactory Reports at the Annual General Meeting.

The annual general meeting of the Hongkong Benevolent Society was held this morning at the City Hall when the Attorney General, the Hon. Mr. J. A. C. Backnill, presided over a fair attendance. Among those present were:—Messrs Jordan, Landale, Messer and J. H. Kemp supporting the chairman; Mrs. H. E. Pollock and Mrs. Bone; the Bishop of Victoria; the Rev. D. B. Reynolds; the Rev. N. C. Pope and the Rev. J. Kirk Macdonald, Commander (J. M. Beckwith, Messrs J. H. Kemp, A. David and W. L. Pattenden.

The Chairman read the following report of the committee:—The Ladies of the Committee beg to submit the statement of accounts for 1913, which Mr. Evan Ormiston has very kindly audited, and to present the following report of the work of the Society during the past year.

The Society was formed in the year 1889 and the number of cases entered in the books has now reached 1,333.

## Help Given.

There have been 60 applications during the year just concluded, and in the very few cases in which no assistance was given there has always been some special reason for refusing it. In one case the applicant's past career forbade any help being given, and in three cases the applicants were of Portuguese nationality and so were not eligible under the constitution of the Society. Some of the applicants received clothing only, when it was not considered advisable or necessary to give money or other assistance, and the Committee wish to thank very warmly the large number of friends who have so kindly sent bundles of clothing from time to time. Those who are not aware to what good use old clothing can be put, might kindly bear this in mind. For other applicants work has been obtained in the Colony, and thanks are due to the heads and managers of firms who have often given another chance to men who could hardly claim help on their own merits. Many have received advice and have been directed to where they could be further helped. Thirteen have received passages to different parts of the world.

## Fatherless Children.

One of the most interesting features in the work of the Society is the maintenance and education of fatherless children. This year 11 have been placed at school, one of whom will be supported by the Government, and two small boys were kept at school here two months while arrangements were being made for sending them back to their native place. In this case the circumstances were very unusual and but for the society the children would have been in very great need.

The Committee have been much encouraged by receiving donations in three cases from persons who were helped back to their homes in other countries, one of the three being that of a woman with six children, and in another case a woman who had been receiving regular help wrote to say that her circumstances had improved and that she would no longer require the money.

## Other Help.

Besides those who have been helped directly by the Society, many have been dealt with by the Chaplain of the Mission to Seamen, the Rev. D. B. Reynolds, who receives a grant of \$15.00 a month from the Society for distribution. The Chaplain is always ready and willing to co-operate and the Committee thank him for his very kind assistance. The thanks of the Committee are due to the steamship companies for so kindly helping in the arranging of passages, to all the subscribers and donors, and to those who so freely gave to two special subscription lists. They wish to refer particularly to a most generous donation of \$500 received from Mr. Ellis Kadoorie, to whom they desire to express their thanks for this large addition to their income for the year.

## BOXING.

## Sparring at the V. R. C.

There was a good attendance at the V.R.C., last night, when several interesting sparring bouts took place. Seaman Stevens engaged Seaman Taylor for six rounds in which earnest exchanges were the order. Taylor shaped very well and kept the more experienced Seaman warm during the "trial spin." Taylor then boxed with Stoker Sullivan, this event calling on the pair to extend to the full. Both boys mixed things merrily and the spectators were treated to a fine exhibition of boxing. The amateur, Maher, was accommodated by Sullivan and some good give and take sparring kept the audience in a good humour. Maher showed some of his old form and took the nippy stoker just as seriously as he should be taken. He has a quickly communicating left and Maher found it as much as he could attend to. The splendid use of both hands which Maher exhibited, if reproduced on Saturday week, will cause the game Kowloon youth, Gifford, no little inconvenience. Stevens later gave Maher a warmer, and no doubt Maher will profit by a brush up with a man of Stevens' calibre.

Mr. F. E. Hall was busy with the clock and took a keen interest in the preparations of the men who are to figure on his bill on the 24th.

The Committee also wish to express their sincere thanks to Mr. Montague Ede for most kindly interesting himself in the financial position of the Society and for using his valuable influence with the Government on its behalf. Mr. Ede's application was most kindly entertained by His Excellency the Governor, who has recommended to the Secretary of State the payment to the Society of an annual grant, equal in amount to one half of the subscriptions for the year, provided that such grant do not exceed the sum of \$500.00. The Committee desire to tender their thanks to His Excellency for this promised grant, and they feel that it ought to be a point of honour with all European residents who can afford it to become subscribers to the Society. The subscription is only \$12.00 a year.

During the year 1913 the following ladies have served on the Committee:—Messrs Alabaster, Barker, Bell, Chatham, Jordan, Kemp, Kennedy, Landale, Macdonald, Messer, Ross, Shellim, Stabb and Voretzsch, and Miss Inness.

## Women's Hostel.

The Chairman having read a letter from a case in which the money expended by the society was being returned draw attention to the following note relative to the establishment of a women's hostel.

At the last annual meeting of the Society an appeal was made by the Committee for funds to establish a Women's Hostel in the Colony. This scheme is still being pressed forward and a sum of \$1,720 has already been collected.

In connection with this proposal it may be as well to say that a large part of the usefulness of the scheme will be the promotion of an institution which will be a meeting place and a centre of helpfulness for the girls and young women of the Colony, who, in many respects lack the advantages which those of their class and age at home possess.

The Committee are very grateful to those who have already subscribed and are anxious for further donations which may be sent to Mrs. J. N. Kemp, Honorary Treasurer for the Fund. A list of donors will be published later.

The balance sheet showed that subscriptions amounted to \$756 for the year, life members, \$300; donations towards the funds \$1,042.60; and donations towards special cases \$420.30 making a total income of \$3,597.00. After meeting the relief of necessities cases the society had a balance in hand of \$1,168.00.

The chairman, in proposing the adoption of the report and accounts, remarked that he felt it a great privilege and honour to be asked to preside at that gathering.

## DAIRY FARM NEWS.

## PURE, RICH AND WHOLESOME

## MILK

## STRAIGHT AS IT COMES FROM THE COW.

The Company's Farms, Utensils and Methods are Models of Cleanliness and, in these particulars, are probably unsurpassed in the World.

## DIMITRINO &amp; CO.

## CAIRO

## FAMOUS EGYPTIAN CIGARETTES.

BLUM PACHA ... \$ 4.40 per 100.

No. 5 ... 3.25 "

No. 9 ... 2.00 "

CONSUL, GOLDTIPPED 2.00 "

Sole Agents:

## KRUSE AND CO.

He had, he confessed, some little hesitation when he was asked to do so particularly as he was told that it was expected and customary for the person who presided over the annual meeting to make some original remarks on the work of the society. He confessed at once, to his shame, that he was very largely ignorant, although a mild subscriber, of the details of the work of the persons who carried out the work, but he was assured that his ignorance was shared by a large number of people and, when after a little discussion and

(Continued on Page 10.)

## LATEST SHIPPING NEWS.

## MOVEMENTS OF STEAMERS.

The C.P.R. s.s. EMPRESS OF JAPAN arrived at Vancouver on the 8th instant, between 12 & 2 p.m.

The A.L. s.s. KOERBER left Shanghai for this port on the 12th January, and will arrive here on the 15th January.

The Dutch s.s. INDIV left Port Said on the 10th inst., and may be expected here on or about the 1st of Feb.

The I.G.M. s.s. PRINZ WALDEMAR left Sydney on the 10th inst., at 11 a.m., and may be expected here on or about the 2nd of February.

## Today's Advertisement

## INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

"KUTSANG," having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 14th inst. will be landed at Consignee's risk and expense. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JARDINE, MATHESON & CO., LTD.

General Managers Hongkong, 13th Jan., 1914, [1140]

## MACKINTOSH

& CO., LTD.

"MEN'S WEAR SPECIALISTS."

"SUMMIT"

## DRESS SHIRTS

ALL FITTED WITH FLAT SETTING CUFFS.

\$3.50 each, 6 for \$19.50. \$4.50 each, 6 for 25.50.

## Dress Collars, Dress Ties.

IN QUARTER SIZES

40 cents each, 6 for \$2.25.

NEWEST SHAPES

From \$1.00 per dozen.

## SILK AND LINEN HANDKERCHIEFS.

MACKINTOSH & Co., Ltd., 16, Des Voeux Road.

## "SAXONE"

BOOTS AND SHOES FOR GENTLEMEN

(Acknowledged to be Superior Footwear)

## NUMEROUS STYLES AND FITTINGS

OBTAINABLE ONLY FROM

## WM. POWELL LTD.

Des Voeux Road, Central and 28, Queen's Road, Central

TELEPHONE 346

RACING SEASON 1914  
STOPWATCHES and BINOCULARS  
OF THE VERY BEST MAKERS ARE ALWAYS STOCKED  
IN LARGE VARIETIES  
ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.  
J. ULLMANN & CO. CORNER OF FLOWER STREET.

## ANDERSON MUSIC CO., LTD.

(Formerly Messrs LANE, CRAWFORD & Co's. Piano Dept.)

SOLE AGENTS FOR

## THE BEST ENGLISH &amp; GERMAN PIANOS of QUALITY.

ALL SPECIALLY PREPARED.

NEW SONGS & SHEET MUSIC EVERY MONTH.

FRESH STOCK OF VIOLIN STRINGS ETC., JUST ARRIVED.

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CANADIAN PACIFIC  
ROYAL MAIL.  
STEAMSHIP LINE.

From Hongkong	15th Jan.	Empress of Japan	5th Mar.
Monteagle	5th Feb.	Empress of Russia	19th Mar.
Empress of India	9th Feb.	Empress of Asia	2nd April

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

## PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA" "EMPRESS OF ASIA" via Optional Atlantic Port, £71.10.  
"EMPRESS OF INDIA" "EMPRESS OF JAPAN," via Optional Atlantic Port £85

Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.  
Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

## EASTWARD.

S.S. "Torilla," 5,203 tons, Capt. Swanson, will be despatched for SHANGHAI, KOBE & MOJI on 28th Jan.

S.S. "Dilwara," 5,378 tons, Capt. Ramage, will be despatched for YOKOHAMA, KOBE & MOJI on 1st Feb.

## WESTWARD.

S.S. "A. Apar," 4,447 tons, Capt. Walker, will be despatched for SINGAPORE, PENANG & CALCUTTA on 20th Jan.

S.S. "Thongwa," 6,298 tons, Capt. Robins, will be despatched as above on 1st Feb.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON &amp; CO., LTD.

Hongkong, Jan. 13th, 1914.

Agents

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Tourist, Steamship and Forwarding Agents, Bankers, &amp;c.

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## EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

(Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South America Ports.)

## Next Sailings from Hongkong:

## OUTWARD.

For Shanghai, Kobe &amp; Yokohama:

O.J.D. Ahlers.....	14th Jan.	Hoerde.....	28th Feb.
Spezia.....	28th Jan.	Baden.....	10th Mar.
Saxonia.....	4th Feb.	Sudmark.....	12th Mar.
Scandia.....	14th Feb.	Brigavia.....	25th Mar.

## HOMEWARD.

For Yver, Steandorf & P. (Or.)	16th Jan.	For Havre, Emden & Hamburg	21st Feb.
Belgravia.....	16th Jan.	For Antwerp & Hamburg	21st Feb.
For Havre, Emden & Hamburg	26th Jan.	Suevia.....	26th Feb.
For Yver, Steandorf & P. (Or.)	26th Jan.	For Havre, Emden & Hamburg	26th Feb.
Saxonia.....	2nd Feb.	Bermuda.....	28th Feb.
For Havre, Emden & Hamburg	8th Feb.	For Havre, Emden & Hamburg	4th Mar.
Preussen.....	8th Feb.	For Marseilles & Hamburg	6th Mar.
For Marseilles & Hamburg	8th Feb.	Sithonia.....	6th Mar.
Andalusia.....	8th Feb.		

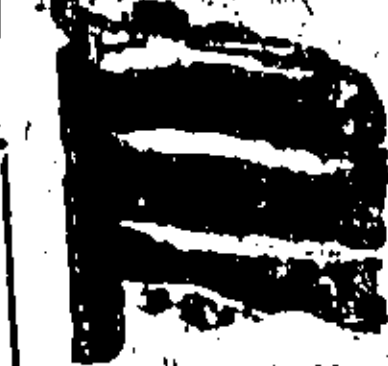
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## Shipping

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



Projected Sailings from Hongkong—

Subject to Alteration

Sailing Date

Des. nation.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	Hitachi Maru Capt. Sato Miyazaki Maru Capt. Soyeda	THURS., 15th Jan. at noon. WEDNES., 28th Jan. at 4 p.m.
VICTORIA, B.O. and SEATTLE, via Shanghai, Moji, Kobe, Yokohama, and Yokohama	Shidzuoka Maru Capt. Irizawa Tamba Maru Capt. J. Teranaka	TUES., 27th Jan. at noon. TUESDAY, 10th Feb. at noon.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. T. Sekino Nikko Maru Capt. Takeda	WEDNES., 14th Jan. at noon. WEDNES., 11th Feb. at noon.
CALCUTTA, via Spore, Penang & Rangoon	Kanagawa Maru Capt. M. Machida	SATURDAY, 24th Jan.
BOMBAY via Singapore and Colombo	Penang Maru Capt. Murazumi Iyo Maru Capt. Hirase	WEDNESDAY, 21st Jan. THURS., 15th Jan. at 11 a.m.
KOBE & Yokohama	Nikko Maru Capt. Takeda	WED., 14th Jan. at 11 a.m.
NAGASAKI, Moji, Kobe & Yokohama	Bombay Maru Capt. Tozawa	TUESDAY, 27th Jan.
SHANGHAI, Moji, Kobe & Yokohama	Sanuki Maru Capt. Deguchi	FRIDAY, 16th Jan.

SHANGHAI, Moji, Kobe & Yokohama	Sanuki Maru Capt. Deguchi	FRIDAY, 16th Jan.
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Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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## Shipping

HONGKONG  
PHILIPPINES.  
STEAMSHIP CO.

Steamship, T. Captains. For Sailing Date

Rubi	4000 J. Miller	Manila, Mangarin, Cebu and Iloilo.	THURS. 22nd Jan. 4 p.m.
Zafiro	4000 F. S. McMurray		

Electric light Fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.  
GENERAL MANAGERS

Hongkong, 10th Jan. 1914.

JAVA-CHINA-JAPAN  
LIJN.Regular Fortnightly Service between  
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjibodas	SHAI	1st half Jan.	JAVA	1st half Jan.
Tjimahi	JAVA	2nd half Jan.	JAVA	2nd half Jan.
Tjipanas	JAPAN	2nd half Jan.	JAVA	2nd half Jan.
Tjipancok	SHAI	2nd half Jan.	JAVA	2nd half Jan.
Tjitaroen	JAVA	2nd half Jan.	SHAI	2nd half Jan.
Tjilawong	JAVA	1st half Feb.	JAPAN	1st half Feb.
Tjilatjap	JAVA	1st half Feb.	JAPAN	1st half Feb.
Tjikini	JAVA	2nd half Feb.	SHAI	2nd half Feb.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.  
York Building.

Telephone No. 375

## TOYO KISEN KAISHA

## SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Tons & Speed	Leave Hongkong
Nippon Maru	11,000	18 knots	Wed., 14th Jan.
Tenyo Maru	22,000	21 knots	Satur., 17th Jan.
Hongkong Maru	11,000	10 knots	Tues., 10th Feb.
Shinyo Maru	22,000	21 knots	Fri., 13th Feb.

via Manila, Omitting Shanghai.

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL &amp; MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

## SOUTH AMERICAN LINE.

Kio Maru. 17,000 - 14 knots Tues., 3rd Feb.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDERSON ROUTE to BUENOS AIRES.

For Full Particulars as to Passage &amp; Freight, apply to

S. MORIMOTO, Agent.  
KING'S BUILDINGS.

Telephone No. 291

## THE EASTERN &amp; AUSTRALIA

## STEAMSHIP CO., LIMITED.

Mail Service to Australia

via Manila.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
-----------	---------------------------------	-------------------------------

Aldenhams	14th Jan.	30th Jan. at 10 a.m.
Empire	31st Jan.	27th Feb. at "
St. Albans	21st Feb.	20th Mar. at "
Eastern	14th Mar.	9th April at "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.  
Agents.

Hongkong, 10th Jan. 1914.

Telephone No. 291

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## LOG BOOK.

## Kangan Reffloated.

The Dutch steamer Kangan, which, as previously reported, caught fire at Lisbon after her arrival from Java and had to be scuttled, was floated on November 27 and moored to the quay at Lisbon. A preliminary survey of the damaged cargo was held and the surveyors recommended the least damaged cargo to be loaded to Holland to prevent further depreciation and because there is no market at Lisbon for most of the cargo. It is expected that the vessel herself will under her own power be towed to Amsterdam.

The ice-breaking tug "Ice-Breaking" made so far with its ice-breakers Tang Ling and Co. ice have proved entirely satisfactory reports the "Peking Sun" Journal.

The vessels have fully answered all what was expected of them. There are no steamers coming up to Tongka this winter, as the dealers have brought no cargo. Next winter, it is hoped that the steamer traffic will remain uninterrupted, as by that time the native dealers will have gained confidence in the ability of the two ice breakers to maintain the river channel open.

Deal Nearly Completed.

The "Peking Sun" understands that the long contemplated deal between the British India Steam Navigation Co. and the Eastern Shipping Co. is now practically completed and the ownership of the latter's fleet and business will pass to the B. I. Though no immediate and drastic changes are contemplated, the present steamers will be taken off gradually and replaced by suitable B. I. boats which have done service in other waters. For some years, too, there is a likelihood that the local management as regards the coastal trade now in the hands of the Eastern Shipping Co. will continue unchanged, while the direction of affairs will be from London and not from Calcutta.

Leave Scheme.

The following circular has been issued to the captains, officers, and engineers of the Indo-China and China Navigation S. N. Companies:—

"As from January 1, 1914, the company proposes to grant six months' home leave on half pay and a second class return passage home to such of the staff as desire it after six years' continuous service, subject to a sufficient number of new officers and engineers being obtainable and also to the general exigencies of the service



## Shipping

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamer On

SHANGHAI via Foochow Loksang\* Thurs. 13th Jan. at d'light

S'PORE, Pang & Ooutia... Namsang\* Fri. 16th Jan. at noon

SANDAKAN... Himsang\* Sat. 17th Jan. at noon

MANILA... Loongsang\* Sun. 18th Jan. at 2 p.m.

SHANGHAI via Swatow Choysang\* Tues. 20th Jan. at noon

S'PORE, Pang & Ooutia... Onsang\* Fri. 23rd Jan. at noon

MANILA... Yuensang\* Sat. 24th Jan. at 2 p.m.

Return Tours to Japan (Occupying 24 days).

The steamers "Kutsang," "Namsang," and "Lalsang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lova," "Yatsung," and "Sulsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choysang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dainy, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, Apply to **JARDINE, MATHESON & CO. LD.** General Managers.

Telephone No. 215.

## THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamer Date of Sailing

LONDON & ANTWERP... Den of Airle... 28th Feb.

Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA VVER STLE... Cardiganshire... 5th Feb.

VICTORIA VVER STLE... Radnorshire... 8th Mar.

TACOMA & P'LAND... 28th Feb.

TACOMA & P'LAND... 5th Feb.

TACOMA & P'LAND... 8th Mar.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LD.** Agents.

Telephone No. 215 Sub. Ex. No. 9.

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

The S.S. Euryalus, 3,570 tons gross, Capt. Jones, will be despatched for YOKOHAMA, KOBÉ & MOJI on the 17th January, at noon, taking cargo and passengers current rates.

For Freight and Passage, apply to **JARDINE, MATHESON & CO., LD.** Agents.

Telephone No. 215.

## THE TAIKOO DOCKYARD &amp; ENGINEERING CO. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEWRIGHTS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

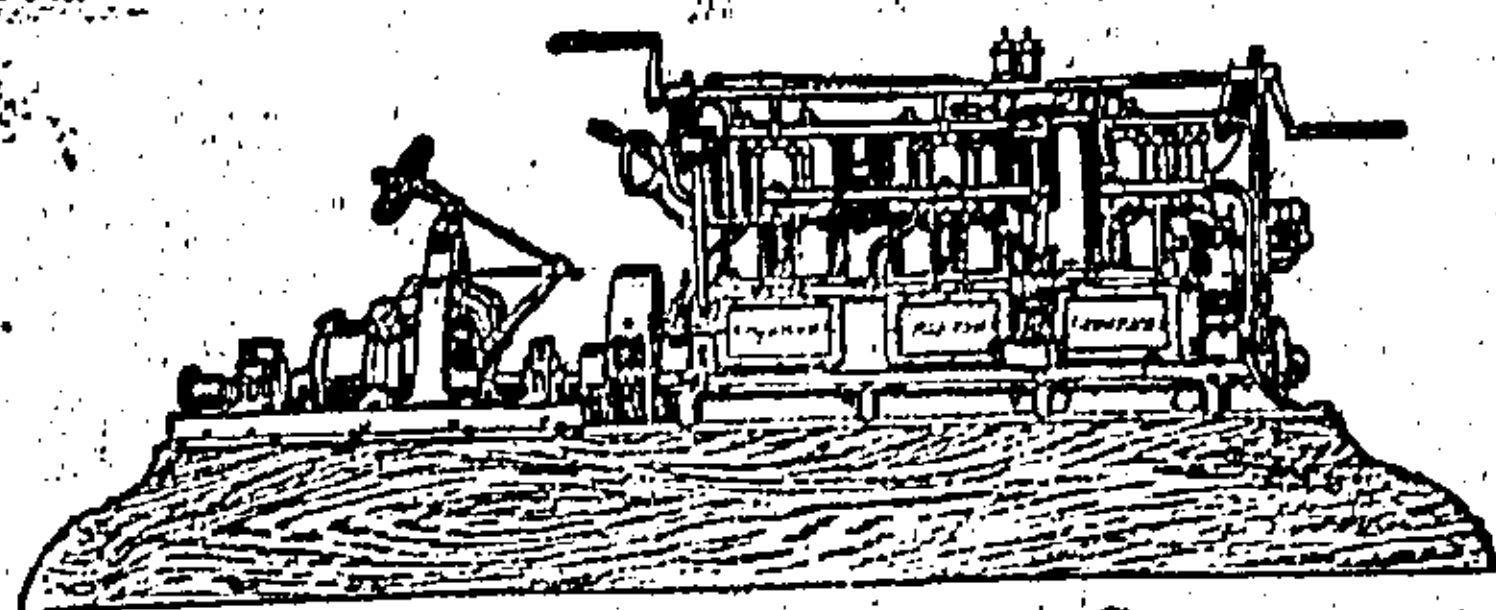
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for **JOHN I. THORNYCROFT & CO., LTD.**

PETROL & KEROSENE MARINE MOTORS 7-12/ to 150 H. P.

As supplied to the British Admiralty & War Office.



O.6. type Motor and Reverse Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

**BUTTERFIELD & SWIRE.**

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 221.

## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched
Copenhagen, Gothenburg and Baltic Ports	Oeylou	A. N. Co.	15, Jan.
Marseilles, Dunkirk, Antwerp, Rotterdam, Bremen &c.	Mark Egypt	M. & Co.	M. of M. 17, Jan.
London, via Usual Ports of Call Marseilles, London & Antwerp via Singapore &c.	Hitachi M.	N. Y. K.	14, Jan.
Trieste, via Singapore, Penang, Colombo, etc.	Koerber China	S. W. Co.	15, Jan.
T'te, Fiume, V'ce, via S'pore etc.	Den of Airle	J. M. Co.	28, Feb.
Havre, Emden & Hamburg &c.	Silesia	H. A. L.	28, Jan.
London & A'werp via S'pore etc.	Borneo	P. & O.	21, Jan.
Marseilles, Havre & H'burg, &c.	Andalusia	H. A. L.	8, Feb.

## NEW YORK SAN FRANCISCO AND CANADA.

Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	15, Jan.
Boston & New York via Ports and Suez Canal	Shirley	A. K. Co.	17, Jan.
San Francisco Seattle and/or Tacoma & P'land Or.	Indrasamha	J. M. Co.	M. of Jan.
San F'co via S'hai & Japan &c.	Belgravia	H. A. L.	16, Jan.
Vancouver, via S'hai, Japan etc.	Nippon M.	T. K. K.	14, Jan.
San F'co via S'hai & Japan &c.	E. of India	C. P. R.	5, Feb.
San F'co via S'hai & Japan &c.	Nippon M.	T. K. K.	14, Jan.
San F'co via S'hai & Japan &c.	Mongolia	P. M. Co.	27, Jan.
V'ctoria, B.C., T'ma via Japan &c.	Chicago M.	O. S. K.	22, Jan.
V'ctoria, V'wer, S'le, T'ma & P'land	Saxonia	H. A. L.	2, Feb.
Victoria, Vancouver Seattle, Tacoma & Portland	Cardigan	J. M. Co.	5, Feb.
N'l'es, G'oa, A'rs, G'tar, S'ton	Luettow	M. & Co.	21, Jan.
Boston and New York	Kafue	B. L.	23, Jan.
San F'co via Manila & Japan &c.	Persia	P. M. Co.	7, Feb.
Boston and New York	E. Castle	D. & Co.	5, Feb.

## AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	14, Jan.
Australian Ports via Manila	P. Sigismund	M. & Co.	24, Jan.
Australian Ports via Manila	Aldenhud	G. L. Co.	30, Jan.

## SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji Japan	Fultala	J. M. Co.	Q. desp.
Shanghai	Tjitaroom	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang &c.	Tjikini	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjipanas	J. C. J. L.	Q. desp.
Shanghai	Tjimahi	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjiliwong	J. C. J. L.	Q. desp.
Nagasaki, Kobe & Yokohama	Tjitaroom	N. Y. K.	14, Jan.
Y'hama and Kobe via Shanghai	Nikko M.	S. W.	31, Jan.
Kobe & Yokohama	Y'waerts	N. Y. K.	15, Jan.
Shanghai, Kobe & Yokohama	O. J. D. Ahlers	H. A. L.	14, Jan.
Shanghai	B. & S.	B. & S.	15, Jan.
Shanghai	Devanha	P. & O.	15, Jan.
Shanghai	Bohemla	S. W. Co.	1, Feb.
Manila Mangarin, H'ollo & Cebu	Zafiro	S. T. Co.	22, Jan.
Singapore, Penang & Calcutta	Yatsing	J. M. Co.	20, Jan.
Mexican, Peruvian and Chile Ports via Japan	Kiyo M.	T. K. K.	3, Feb.
Kobe	P. Waldemar	M. & Co.	3, Feb.
Shanghai, Moji & Kobe	Bombay M.	N. Y. K.	14, Jan.
Shanghai, Moji, Kobe & Y'hama	Sanuki M.	N. Y. K.	16, Jan.
Shanghai, Kobe and Moji	Torilla	D. S. Co.	28, Jan.
Shanghai, Y'hama, Kobe & Moji	Yeddo	A. N. Co.	B. of Mar. 14, Jan.
Foochow via Swatow & Amoy	Kaijow Maru	O. S. K.	14, Jan.
Swatow and Amoy	Haimun	D. L. Co.	14, Jan.
Manila	Loongsang	J. M. Co.	17, Jan.
Bombay via S'pore & Colombo	Penang M.	N. Y. K.	21, Jan.
Sandakan	Hinsang	J. M. Co.	19, Jan.
Haiphong	Kaifong	B. & S.	14, Jan.
Shanghai via Foochow	Loksang	J. M. Co.	15, Jan.
Shanghai	Anhui	B. & S.	22, Jan.
S'hai, Nagasaki, Kobe & Y'hama	Geobon	P. & O.	24, Jan.
Shanghai, Moji, Kobe & Y'hama	Nore	O. S. K.	18, Jan.
Tamsui via Swatow & Amoy	Daigi Maru	D. L. Co.	14, Jan.
Swatow & Amoy	Haimun	J. M. Co.	17, Jan.
Yokohama and Kobe	Euryalus	J. M. Co.	15, Jan.
Shanghai, Kobe & Moji	Kutsang	J. M. Co.	24, Jan.
Shanghai & Tsingtau	Chenan	B. & S.	24, Jan.
Shanghai, Kobe & Y'hama	Magellan	M. M.	26, Jan.
Anping, Takao via S'tow & Amoy	Sosho M.	O. S. K.	21, Jan.
Swatow, Amoy and Foochow	Haiching	D. L. Co.	20, Jan.

## S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE: No. 4 Queen's Building, 3rd Floor, Telephone 1033.

## MOVEMENTS OF STEAMERS.

## VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessels.
Shanghai	Kutsang
Foochow	Loksang
Strait	Hitachi Maru
Port Bayard	Hue
Vancouver	Monteagle
Strait	Koerber
Shanghai	Luchoy

## VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessels.
Calcutta	Sanuki Maru
Singapore	Glenfarg
Shanghai	Koerber

## CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF ASIA left Vancouver on the 3rd January, at a.m.

The C. P. R. s.s. EMPRESS OF ASIA 1150 miles from Yokohama on the 11th instant, at midnight is due to arrive Yokohama on the 14th instant, at 3 p.m. and will leave Yokohama on the 15th instant, at 8 a.m.

## AUSTRALIAN MAIL.

The E. and A. s.s. EMPIRE left Sydney on the 7th instant, for Adelaide, via Queen and Port, Port Darwin, Timor, and Manila, and may be expected to arrive here on or about 27th February.

## AMERICAN MAIL.

The s.s. MONGOLIA sailed from Yokohama on the 8th January for Hongkong via Shanghai. This vessel is carrying the United States mail.

The American and Manchurian Line s.s. DENBIGH HALL arrived at Boston on the 10th instant.

## ENGLISH MAIL.

The P. & O. s.s. DEVANHA left Singapore for this Port on the 11th instant, at 6 a.m. with the outward English Mails, and is due here on the 16th instant, at about 6 a.m.

## GERMAN MAIL.

The I. G. M. s.s. BULOW which left here on the 8th instant, arrived at Singapore on the 11th instant, at 3 p.m.

The I. G. M. s.s. GOEBEN carrying the German Mails with dates from Berlin of the 24th of December left Colombo on the 11th inst. p.m. and may be expected here on or about the 23rd instant.

The I. G. M. s.s. PRINZ LUDWIG which left here on the 10th inst., arrived at Shanghai on the 12th instant, at 1 p.m.

## MERCHANT STEAMERS.

The N. Y. K. s.s. IYOMARU (European Line) left London for this Port via London on the 6th December, and is expected here on the 14th Jan.

The N. Y. K. s.s. SANUKI MARU (Calcutta Line) left Calcutta for this Port via ports on the 27th December, and is expected here on the 15th instant.

The N. Y. K. s.s. TAMBA MARU (American Line) left Seattle for this Port via ports on the 30th December, and is expected here on the 1st February.

The N. Y. K. s.s. KATORI MARU (European Line) left London for this Port via ports on the 3rd instant, and is expected here on the 11th February.

The N. Y. K. s.s. SHIDZUOKA MARU (European Line) left Yokohama for this Port via ports on the 5th inst., and is expected here on the 18th January.

## WING KEE &amp; CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL

MERCHANTS

Hongkong, 3rd Octob-r, 1913

## BOLINDERS CRUDE OIL MOTORS.

MARINE MOTORS, DIRECT REVERSIBLE.

STATIONARY MOTORS, FOR ALL PURPOSES.

Please address enquiries to:—

## ULDERUP &amp; SCHLUTER,

HONGKONG.

REPRESENTATIVES FOR J. & C. BOLINDERS, A. B. STOCKHOLM.

FOR CHINA, FORMOSA, DAN PHILIPPINE ISLANDS

The N. Y. K. s.s. BOMBAY MARU (Bombay Line) left Bombay for this Port via Singapore on the 7th inst., and is expected here on the 23rd instant.

The N. Y. K. s.s. CEYLON MARU (Calcutta Line) left Calcutta for this Port on the 8th inst., and is expected here on the 23rd instant.

The I. O. S. N. s.s. KUMSANG from Calcutta is due at Hongkong on the 17th January.

The I. C. S. N. s.s. CHOYSANG, from Shanghai, is due at Hongkong on the 14th inst.

The S. L. VENNAOCHER from Tacoma is due at Hongkong on the 26th January.

The S. L. s.s. CARDIGANSHIRE from London passed the Canal on January 2, and is due here on February 2.

The B. I. S. s.s. BURYALUS from Singapore is due at Hongkong on the 17th January.

The Danish Motorship s.s. RUNAM has left Port Said on the 20th ult., and may be expected here on or about the 14th of January.

The s.s. GLENFARG passed the Suez Canal on 19th ult., and is due here on or about 15th Jan.

The American & Oriental s.s. FOLERO arrived at Boston on the 6th inst.

The H. A. L. s.s. O. J. D. AHLERS left Singapore on the 13th instant, p.m. and may be expected here on or about the 18th instant, a.m.

The Danish Motorship RUNAM left Singapore on the 13th instant, and may be expected here on or about the 17th inst., at daylight.

## VESSELS IN PORT.

## Steamers.

Brilliant, Br. s.s. 3,600, O. U. Grant, 31st ult. —H'gong, 18th ult. Gen.—Standard Oil Co.

Kina, Dan. 4,714, J. B. Cortsen, 2nd inst. —Karatsu, 23rd ult. Gen.—M. & Co.

Wai Shing, Br. s.s. 1,170, G. S. Hoonwood 2nd inst.—Sumang 23rd ult. —Sugar, J. M. & Co.

Hongkong, Br. s.s. 789, Marguerite, 3rd inst.—Pakhol, 2nd inst. General —Marty.

Fukura Maru, Jap. s.s. 3,087, Goto, 3rd inst.—Kamatsu, 27th ult. Coal —M. B. & S.

Japan, Br. s.s. 3,356, O. A. Sedden, 6th inst.—Moji, 1st inst. Gen.—D. S. & Co.

L. Scholle, Ger. s.s. A. Struve, 5th inst.—Salmon, 29th ult. Rice—S. & Co.

Laertes, Br. s.s. 1,170, G. S. Hoonwood 2nd inst.—Sumang 23rd ult. —Sugar, J. M. & Co.

Changsha, Br. s.s. 1,493, F. C. Gambrell 6th inst.—Melbourne, 1st ult. —Gen.—B. & S.

Hakuhida Maru, Jap. s.s. 3,361, S. Suda, 6th inst.—Sourabaya, 26th ult. —Sugar, J. M. & Co.

Strathgry, Br. s.s. 1,451, S. M. Jones, 6th inst.—New York, Case Oil—Standard Oil & Co.

Hakuto Maru, Jap. s.s. 2,426, K. Ohba, 7th inst.—Sourabaya, 27th ult. —Sugar, J. M. & Co.

Asia Maru, Jap. s.s. 1,537, Y. Nishi, 6th inst.—Chefoo, 13th ult. Gen.—Order.

Irene, Chi. s.s. 625, MacLean, 6th inst.—Chefoo, 1st inst. Gen.—O. M. S. N. Co.

Nissei Maru, Jap. s.s. 2,945, Nishigawa, 6th inst.—Sebatik, 29th ult. Coal —A. Bane.

Tak Sang, Br. s.s. 977, McClure, 7th inst.—Wol-Hal-Wel, 1st inst. Gen.—J. M. & Co.

Kanbu, Br. s.s. 1,143, B. Celus, 7th inst.—Baiphong, 6th inst. Coal—B. & S.

Emden, Ger. Cruiser, 3,600, Readeoff, 6th inst.—Swatow.

Jobanne, Ger. s.s. 532, H. Holand, 8th inst.—Belhow, 7th inst. Gen.—J. & Co.

Nippon Maru, Jap. s.s. 4,452, A. G. Stevens, 8th inst.—San Francisco, 11th inst. Gen.—T. K. K.

Hinsang, Br. s.s. 1,880, A. Kennedy, 8th inst.—Borneo, 3rd inst. Gen.—J. M. & Co.

Nippon Maru, Jap. s.s. 11,000, A. G. Stevens, 8th inst.—San Francisco, Gen.—T. K. K.

Europa Maru, Jap. s.s. 2,985, Masura, 8th inst.—Moji, 2nd inst. Coal—M. B. & S.

Indrakula, Br. s.s. 2,945, A. H. Smith, 8th inst.—Shanghai, 6th inst. Gen.—J. M. & Co.

Taming, Br. s.s. 1,350, G. H. Pennefather, 9th inst.—Manila, 6th inst. Gen.—B. & S.

Phonius, Br. s.s. 6,092, W. B. Bailey, 9th inst.—Singapore, 4th inst. Gen.—B. & S.

Java Maru, Jap. s.s. 2,874, T. Fuchigami 9th inst.—Moji, 4th inst. Gen.—O. B. K.

Toes Maru, Jap. s.s. 3,610, M. Yashikawa, 10th inst.—Kobe, 2nd inst. Gen.—N. Y. K.

Monteagle, Br. s.s. 3,953, A. J. Halley, 10th inst.—Shanghai, 7th inst. Gen.—O. P. R. Co.

Tayora Maru, Jap. s.s. 2,607, K. Kobayashi, 9th inst.—Wakamatsu, 2nd inst. Coal—M. B. & Co.

Namsang, Br. s.s. 2,591, P. M. B. Loko 9th inst.—Moji, 4th inst. Gen.—J. M. & Co.

Shochoing Br. s.s. 1,801, E. M. French, 9th inst.—Shanghai, 6th inst. Gen.—B. & S.

Mathilda Ger. 381, G. Schlapfer, 9th inst.—Singapore 30th instant, Sugar—Order.

E. of India, Br. s.s. 4,000, F. L. Davison, 10th inst.—Vancouver, Gen.—O. P. R. & Co.

Haliyang, Br. s.s. 1,233, A. E. Hodgins, 11th inst.—Swatow, 10th inst. Gen.—D. L. & Co.

Indo Maru, Jap. s.s. 3,972, K. Romiya, 10th inst.—Singapore, 4th inst. Gen.—O. B. K.

Lorat, Br. s.s. 3,001, E. Glegg, 10th inst.—Singapore, 3rd inst. Gen.—J. M. & Co.

Luchoy, Br. s.s. 1,221, Meathrel, 11th inst.—Shanghai, 9th inst. Gen.—B. & S.

Miyumi Maru, Jap. s.s. 1,301, Ushikoshi, 10th inst.—Kwang Yen, 7th inst. Cement Stone—A. Bane.

## TIDE TABLE.



## Consignees.

## BARBER LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

The Steamship

"ST. THEODORE."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, Wharves and Godowns, where delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 6th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL &amp; Co., Ltd., Agents.

## NORDEUTSCHER LLOYD BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

The Steamship

"PRINZ LUDWIG."

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 9.30 a.m.

All claims must reach us before the 23rd of Jan. 1914, or they will not be recognized.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELBORN &amp; Co., General Agents.

Hongkong, 9th Jan., 1914. [1130]

## TOYO KISEN KAISHA.

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS, AND SHANGHAI.

The Steamship

"NIPPON MARU."

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on SATURDAY the 10th Jan. 1914, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No claim will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on THURSDAY 15th inst. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo must be left on board or Godown and examination of same to be held on 15th Jan. at 10 a.m.

All Claims must be filed on or before THURSDAY 22nd inst., or they will not be recognized.

M. MORIMOTO, Agent.

Hongkong, 8th Jan., 1914. [1130]

To be loaded after the Show

Supply and Refreshments

AT THE "CAFÉ"

Opposite the Midland Hotel.

## Consignees.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## NOTICE TO CONSIGNEES.

R.M.S. "EMPEROR OF INDIA."

The above-mentioned steamer

having arrived from Vancouver, Victoria and Japan Ports, Consignees of cargo are hereby notified that their Goods, with the exception of Parcels, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery can be obtained.

Goods on hand after the 15th January will be subject to rent. No Fire Insurance has been effected.

All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination.

No claims will be admitted after the Goods have left the Godowns.

D. W. CRADDOCK, General Traffic Agent, Hongkong, 12th Jan., 1914. [1130]

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG and SINGAPORE.

## THE Company's Steamship

"LOVAT"

having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon the 13th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co., Ltd., General Managers.

Hongkong, 10th Jan., 1914. [1133]

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## NOTICE TO CONSIGNEES.

R.M.S. "MONTEAGLE."

The above-mentioned steamer having arrived from Vancouver, Victoria and Japan Ports, Consignees of cargo are hereby notified that their Goods, with the exception of Parcels, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery can be obtained.

Goods on hand after the 17th January will be subject to rent. No Fire Insurance will be effected.

All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination.

No claims will be admitted after the Goods have left the Godowns.

D. W. CRADDOCK, General Traffic Agent, Hongkong, 12th Jan., 1914. [1134]

## TOYO KISEN KAISHA.

s.s. "TENYO MARU."

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS, AND SHANGHAI.

The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on 13th January at NOON will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No claim will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on THURSDAY 15th inst. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo must be left on board or Godown and examination of same to be held on 15th Jan. at 10 a.m.

All Claims must be filed on or before THURSDAY 22nd inst., or they will not be recognized.

S. MORIMOTO, Agent.

Hongkong, 12th Jan., 1914. [1135]

## Consignees.

## From EUROPE.

## THE H. A. L. Steamship

"BELGRAVIA."

Capt. G. Meisner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 17th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—  
s.s. "Hamburg" from Boston  
"Jelo" from Drammen  
HAMBURG-AMERIKA LINE, Hongkong Office.  
Hongkong, 12th Jan., 1914. [1137]

## INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG and SINGAPORE.

## THE Company's Steamship

"SUISANG."

having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON the 13th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co., Ltd., General Managers.

Hongkong, 12th Jan., 1914. [1135]

## To Sail.

## THE "INDRA" LINE LTD.

FOR SAN FRANCISCO.

## THE Steamship

"INDRASAMHA."

Captain Jones will be despatched as above about 15th January. For freight and further information apply to—

JARDINE, MATHESON &amp; Co., Ltd., Agents.

Hongkong, 12th Jan., 1914. [1135]

## THE AMERICAN AND MAN-ORIENT LINE.

(Bucknall Steamship Lines Ltd.)

## The Steamship

"KAFUE."

Captain Leslie will be despatched from Hongkong on the 23rd January for

BOSTON &amp; NEW YORK.

(With Liberty to call at the Malabar Coast.)

For freight and further particulars apply to—

The Bank Line, Ltd., Agents.

Hongkong, 10th Jan., 1914. [1131]

## HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watkin's.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians,

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process,

Tanks, Drums, Ventilators, Pipes, &amp;c., &amp;c.

## THE DIMENSION OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH OF DOCK OR SLIP	DEPTH OF DOCK OR SLIP	DEPTH OF DOCK OR SLIP	DEPTH OF DOCK OR SLIP	DEPTH OF DOCK OR SLIP
KOWLOON					
No. 1 Dock, Kowloon	100'	15' 6"	15' 6"	15' 6"	15' 6"
No. 2 Dock, Kowloon	100'	15' 6"	15' 6"	15' 6"	15' 6"
No. 3 Dock, Kowloon	100'	15' 6"	15' 6"	15' 6"	15' 6"
Patent Slip, No. 1, Kowloon	100'	15' 6"	15' 6"	15' 6"	15' 6"
TAI-KOK-TSUI					
Compassion Dock	100'	15' 6"	15' 6"	15' 6"	15' 6"
ABERDEEN					
Hera Dock	100'	15' 6"	15' 6"	15' 6"	15' 6"
Patent Slip, No. 2, Kowloon	100'	15' 6"	15' 6"	15' 6"	15' 6"

HEAD OFFICE: KOWLOON. Telephone No. 1, K.

Please Address Enquiries to the Chief Manager,

R. M. DYER, Esq., M.I.N.A. Kowloon Dock, Hongkong.

## Entertainments.

## THEATRE ROYAL

Under the distinguished Patronage and in the presence of H. E. the Governor.

## TO-NIGHT

Two more Nights.

## FAREWELL VISIT

OF

MR. EDGAR WARWICK'S

COURT CARDS.

AND THEIR JOKER

The most popular Company of Entertainers that has ever

visited the East.

PRICES: \$3, \$2 &amp; \$1.

PLANS NOW OPEN AT MOUTRIES.

## VICTORIA THEATRE.

To-Night 9.15 To-Night

A COMPLETE CHANGE OF PROGRAMME

HEADED BY

THE MAGNIFICENT PICTURES

"MAN &amp; STONES"

IN TWO PARTS.

AND

"OUT OF THE PAST"

IN TWO PARTS.

On Friday 16th January

THE GREAT DETECTIVE FILM

"FANTOMAS"

(THE BELTHAN MYSTERY)

"UNDER THE SHADOW OF THE GUILLOTINE"

IN FOUR PARTS.

THE TWO COLLIERS

(THE POPULAR ARTISTES)

will appear for a short season commencing Sunday 18th Jan.

with the latest Ragtime Songs and Dances.

## BIJOU SCENIC THEATRE.

FOR 3 NIGHTS ONLY

COMMENCING TO-NIGHT

The Great Thrilling Detective Drama

"FANTOMAS"

in 4 Parts, 6,000 feet.

Miss VIOLET BONETTA

Complete Change of Songs and Dances.

## To Sail

THE AMERICAN AND ORIENT LINE.

For Boston and New York via Suez Canal.

(With liberty to call at the Malabar Coast.)

The Steamship

"SHIRLEY"

Capt. Hopley will be despatched as above on SATURDAY, the 17th January, 1914.

For Freight and passage, apply to—

ARNOLD, KARBURG &amp; Co.

General Agents, Hongkong, 16th Dec., 1913. [107]

DODWELL &amp; CO., LTD., Agents.

Hongkong 12th Jan., 1914. [977]

## Notices.

## THE PIANO YOU

## OUGHT TO

## HAVE AT

## THE PRICE YOU

## OUGHT TO PAY

ENGLISH MANUFACTURE

## UPRIGHT GRAND

\$400.

FULL IRON FRAME

OVERSTRUNG

UNDERDAMPER

SOLID MASONRY.

SEE OUR WINDOW FOR NEW 1914 MODEL

## ROBINSON'S

## "ERICSSON" TELEPHONES.

Every Description of Wall, Table &amp; Field Telephone Instruments, Switches, Protectors, Hand Micros, Fuses, Dry Cells, also

Portable Telegraph Instruments and Fire Alarms of Latest Pattern

are now to be had.

From STOCK.

Through our Agents for Hongkong &amp; South China

ARTHUR NILSSON &amp; CO.

Every Description of Wall, Table &amp; Field Telephone Instruments, Switches, Protectors, Hand Micros, Fuses, Dry Cells, also

Portable Telegraph Instruments and Fire Alarms of Latest Pattern

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From STOCK.

Through our Agents for Hongkong &amp; South China

ARTHUR NILSSON &amp; CO.



## MARKET PRICES.

Hongkong Jan. 10, 1914.

## BUTCHER MEAT.

Beef Sirloin & Prime Cut, — Mei Lung Pa	lb. 18
" Corned, — Ham Ngau Yuk	" 18
" Roast, — Shiu	" 18
" Breast, — Ngu Lam	" 12
" Soup, — Tong Yuk	" 15
" Steak, — Ngau Yuk Pa	" 18
" do., — Sirloin Cottoon — Ngau Lau	" 28
" Sausages, — Ngau Chong	" 20
Bullock's Brains, — Know	each 45
" Tongue fresh, — Ngau Li	each 55
" Head, — Ngau Tan	" 60
" Heart, — Ngau Sum	" 12
" Pump, Salt, — Ngau Kin	" 15
" Fat, — Ngau Kaek	" 13
" Kidneys, — Ngau Yi	" 8
" Tail, — Ngau Moi	" 9
" Liver, — Ngau Kon	lb. 18
" Tripe (undressed), — Ngau To	" 12
Calves' Head & Feet, — Ngau-chai-tau-kark	set 6
Mutton Chop, — Yeung Pei Kwat	lb. \$1
" Leg, — Yeung Pei	" 25
" Shoulder, — Yeung Shau	" 25
Pigs Chillings, — Chu Chong	" 22
" Brisket, — Chu Know	per set 27
" Feet, — Chu Kark	lb. 2
" Fry, — Chu Chuk	" 12
" Head, — Chu Tau	" 3
" Heart, — Chu Sum	each 18
" Kidneys, — Chu Yiu	pair 10
" Liver, — Chu Con	lb. 8
Pork Chop, — Chu Pai Kwat	" 24
" Corned, — Ham Chu Yuk	" 23
" Leg, — Chu Pa	" 27
" Fat or Lard, — Chu Yau	" 24
Sheep Head and Feet, — Yeung Tau Kark	set 30
" Heart, — Yeung Sum	each 65
" Kidneys, — Yeung Yiu	" 7
" Liver, — Yeung Con	lb. 9
Sucking Pigs, To Order, — Chu Cha	" 25
Suet, Beef, — Sang Ngau Yau	" 22
" Mutton, — Sang Yeung Yau	" 18
Veal, — Ngau Chai Yuk	" 25
" Sausages, — Ngau Chai Chong	" 18

## POULTRY.

Chicken, — Kai Chai	lb. 30
Capon, Large, Small, — Sin Kai	" 30
Ducks, — Ap	" 24
Doves, — Pan Kau	each 18
Eggs, Hen, — Kai Tan	per doz 20
Fowls, Canton, — Kai	lb. 35
" Hainan, — Hoi Nem Ke	" 23
Geese, — Ngai	" 30
Geese, Wild, — Shang-ho Yea Ngai	" 30
Musk Deer, — Wong Keng	each \$60
Hare, Shanghai, — Tu Chai	" 65
Partridge, — Cho Khoo	" 65
Pheasant, — Shan Kai	pair \$1.60
Pigeons, Canton, — Pak Kup	each 34
" Hoihow, — Hoi How Pak Kup	" 28
Quail, — Um Chun	" 16
Rice Birds, — Wo Fa Cheul	dozen 1
Snipe, — Sa Choy	each 24
Turkeys, Cook, — Phor Kai Kung	lb. 70
" Hen, — Na	" 55
Wild Ducks, — Shai — Shui g hoi Sui Ap	" \$1.30
Teal, — Sui Ap Chai	" 45
Wild Ducks Canton, — Sang Shing Sui Ap	" 85

## FISH.

Barbel, — Ka Yu	lb. 1
Bream, — Bin Yu	" 28
Canton Fresh Water Fish, — Hoi Sin Yu	" 18
Carp, — Y. Yu	" 8
Catfish, — Chi Yu	" 24
Codfish, — Mun Yu	" 17
Crabs, — Hai	" 1
Cuttle Fish, — Muk Yu	" 4
Dab, — Sa Mang Yu	" 24
Dace, — Wong Mei Lun	" 15
Dog Fish, — Tit Tu Sa	" 14
Eels, Congor, — Ho Mann	" 10
" Fresh water, — Tam Sin Yu	" 16
Eels, Yellow, — Wong Sin	" 16
Frogs, — Tien Kai	" 30
Garoupe, — Sok Pan	" 32
Gudgeon, — Pak Kup Yu	" 58
Herrings, — Tso Pak	" 18
Halibut, — Cheung Kwan Kup	" 20
Labrus, — Wong Ye Yu	" 28
Loach, — Wu Yu	" 18
Lobsters, — Lung Ha	" 28
Mackerel, — Chi Yu	" 28
Monk Fish, — Mong Yu	" 20
Mullet, — Chai Yu	" 32
Myxine, — Sang Hoo	" 24
Parrot Fish, — Kai Kang Yu	" 20
Petoh, — Tau Loo	" 16
Pike, — Fa Paw Pong	" 18
Plaice, — Pan Yu	" 19
Pomfret, Black, — Hak Chong	" 28
Pomfret, White, — Pak Chong	" 28
Prawns, — Ming Ha	" 7
Rock Fish, — Pak Ke Kung	" 26
Park, — Chi Yu	" 1

## 肉食

Beef Sirloin & Prime Cut, — Mei Lung Pa  
" Corned, — Ham Ngau Yuk  
" Roast, — Shiu  
" Breast, — Ngu Lam  
" Soup, — Tong Yuk  
" Steak, — Ngau Yuk Pa  
" do., — Sirloin Cottoon — Ngau Lau  
" Sausages, — Ngau Chong  
Bullock's Brains, — Know  
" Tongue fresh, — Ngau Li  
" Head, — Ngau Tan  
" Heart, — Ngau Sum  
" Pump, Salt, — Ngau Kin  
" Fat, — Ngau Kaek  
" Kidneys, — Ngau Yi  
" Tail, — Ngau Moi  
" Liver, — Ngau Kon  
" Tripe (undressed), — Ngau To  
Calves' Head & Feet, — Ngau-chai-tau-kark  
Mutton Chop, — Yeung Pei Kwat  
" Leg, — Yeung Pei  
" Shoulder, — Yeung Shau  
Pigs Chillings, — Chu Chong  
" Brisket, — Chu Know  
" Feet, — Chu Kark  
" Fry, — Chu Chuk  
" Head, — Chu Tau  
" Heart, — Chu Sum  
" Kidneys, — Chu Yiu  
" Liver, — Chu Con  
Pork Chop, — Chu Pai Kwat  
" Corned, — Ham Chu Yuk  
" Leg, — Chu Pa  
" Fat or Lard, — Chu Yau  
Sheep Head and Feet, — Yeung Tau Kark  
" Heart, — Yeung Sum  
" Kidneys, — Yeung Yiu  
" Liver, — Yeung Con  
Sucking Pigs, To Order, — Chu Cha  
Suet, Beef, — Sang Ngau Yau  
" Mutton, — Sang Yeung Yau  
Veal, — Ngau Chai Yuk  
" Sausages, — Ngau Chai Chong

## FRUITS.

Almonds, — Hung Yau  
Apples (California), — Kam San Ping Kho  
" (Chefoo), — Tin Chun Ping Kho  
" Small, — Hoi Tong  
" Custard, — Fan Lai Chi  
Bananas, fragrant, Canton, — San Shing Heung Chiu  
" (brides), Macao, — San Heung Chiu  
Chestnuts, Chinese, — Fong Lut  
Carambola, — Yeung Tse  
Cocoruts, — Yeh Tse  
Lemons, China, — Ning Moong  
" America, — Kam San Ning Moon  
Lichees Dried, — Lai Chi, small Store  
" Fresh  
Limes, (Saigon), — Sai Kung Ning Moong  
Mango, Manila, — Lui Sung Mong  
Mangosteens, — San Chuk Tee  
Oranges, (Canton), — San-shing Tim Ching  
" Sweet  
Pears, (American), — Kam San Shoot Lay  
" (Canton), Cooking, — Sa Lay  
Peanuts, — Pa Sang  
Persimmons Large, — Hung Chio  
Pine-apples, 1st quality, — Poon Yi Paw Law  
" 2nd, — Chung-tang Paw Law  
Plantain, — Tai Cheu  
Plums, — Swatow, Hung Lai  
Pumelo, Siam, — Chim Lo Yau  
" Shanghai, — Lo Kwat  
Walnuts, — Hop Tuo  
" Green, — Sang Hop Tuo  
Water Melon, — (Am.) Kom San Sai Kwa  
" (China) Sai Kwa  
Grapes, — Sang Po Tai Tse

## VEGETABLES, &amp;c.

Artichokes, Shanghai, — Sheung-hoi Ah Chi  
" Cheuk  
Beans, (French), Macao, — Oh Moou Pin Tan  
" (French) Shanghai, — Sheung Hoi Pin  
" Tau  
" Sprout, — Ah Cho  
" Long, — Tau Ko  
Beet Root, — Hung Choi Tau  
Brinjals, Green, — Ching Yuan  
" Red, — Hung Ker  
Cabbage, Chinese, — Kai Choy  
Cabbage Red, — Hung Yea Choy  
Cabbage, Shanghai, — Yeh Choy  
Cane Shoots, bunch, — Kau Shun  
Cauliflower, Large size, — Tai Yeh Cho Fa  
" Medium size, — Cheung Yeh Cho Fa  
" Small size, — Sai Yen Chai Fa  
Carrots, — Kam Sham  
Celery, Chinese, — Tong Kan Chai  
" English, — Yeung Kan Chai  
Chillies Dried, — Gon Lat Chiu  
" Red, — Hung Far Chiu  
" Green, — Ching Lat Chiu  
Curry Stuff, English, — Kar Lee Chiu Liu  
Cucumbers, — Oning Kwa  
Bitter Squash, — Fu Kwa  
Garlic, — Cho Tse  
Ginger, young, — Sun Tse Keung  
" old, — Lo Keung  
Horse Radish, Shanghai, — Lik Kan  
Indian Corn, — Suk Mai  
Lettuce, — Yeung Sang Chai  
Water Cress, — Ma Tai  
" Mandarin, — Kwai Lum Ma Tai  
Mushrooms, Fresh, — Sang Cho Koo  
Mush Melon, Amer. — Kam-san Hong Kwa  
Okra, — Koo  
Onions Bombay, — Yeung Chong Tau  
" Green, — Sang Chong  
" Shanghai, — Shang-hoi Chong Tau  
Papaya, 1st qual., — Tai Man Sau Kus  
" 2nd, — Chung  
Parsley, — Kmi Cho  
Green Peas, — Ching Tau  
Potatoes Sweet, — Fan Shu  
" Shanghai, — Shang-hoi Shu Tau  
" Japan, — Yut Poon Shu Tau  
" American, — Fa Ki Shu Tau  
" Foochow, — Foo-chow Shu Tau  
Pumpkin, — Tong Kwa  
Radish, — Hung Lo Pak Tsai  
Rhubarb (Fresh), — Tai Wong  
Sage, — Tr So  
Shallots, — Jon Chung Tau  
Spinach, — Yin Chai  
Tomatoes, — Fan Ker  
Taro, — Wu Tau  
" English, — Yeung Lo Pak  
Vegetable Marrow, — Chit Kwa  
" (American), — Kam-sai Chit Kwa  
Water Cress, — Sai Yung Chai  
" Lily root, — Lin Ngan  
Yams, — Ya Shu

## 海產

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN ROWLANDS

Secretary, Sanitary Board.

## FAR EASTERN NAVAL SQUADRONS.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Coochrane	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. B.E. Prichard	Yangtze
Britomart	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Hongkong
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Olio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Penang
Fame	Torpedo-boat destroyer	300	6	5,700	Lt.-Com. Wilkinson	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. O. F. Corbett M.V.O.	Weihaiwei
Hampshire	River gunboat	616	4	1,200	Lt.-Com. H. Marryatt	Yangtze
Kinab	Surveying ship	1,040	—	—	Capt. F. O. C. Pasco	Labuan
Merlin	1st class cruiser	14,600	—	27,000	Capt. E. B. Kiddle	Weihaiwei
Minotaur	1st class cruiser	9,800	—	22,000	Capt. B.H.F. Bartlett	Weihaiwei
Monmouth	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Shanghai
Moorehead	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Yangtze </td
Nightingale	River gunboat	85	2	240	Lt.-Com. B.W. Wilkinson	Hongkong
Otter	Torpedo-boat	385	6	6,300	Lt.-Com. E.J.G. Mackinnon	Weihaiwei
Ribble	Torpedo-boat destroyer	590	—	240	Lt.-Comdr. Nash	West River
Robin	River gunboat	85	2	240	Lt.-Comdr. N.E. Archdale	Canton
Rosario	Despatch-boat for Submarines	980	—	1,400	Lt.-Com. I. S. Hutton	Yangtze
Sandpiper	River gunboat	85	2	240	Com. Maurice Lealis	Hongkong
Saipa	River gunboat	85	2	240	Com. R. H. Anstruther	O.M.G. Hongkong
Taka	Torpedo-boat destroyer	350	6	6,000	Lt.-Com. H. D. Adair-Hall	Yangtze
Tamur	Receiving ship	4,650	6	—	Lt.-Com. H. Guy Stopford	Yangtze
Teal	River gunboat	180	2	800	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Thistle	Gunboat	710	2	900	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Uk	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Virago	Torpedo-boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Welland	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Whiting	Torpedo-boat destroyer	360	6	5,900	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Widgeon	Gunboat	195	2	800	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Woodcock	Gunboat	150	2	500	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Woodlark	Gunboat	150	2	500	Lt.-Com. H. D. Adair-Hall	Weihaiwei
C. 38,	—	—	—	—	Lt.-Com. McGillivie	Hongkong
C. 37,	—	—	—	—	Lt.-Com. J. G. Gaiman	Hongkong
C. 38,	—	—	—	—	Lt.-Com. Pope	Hongkong
T.B. 035,	—	—	—	—	Lt.-Com. Handley	West River
T.B. 036,	—	—	—	—	Lt.-Com. Stileman	Hongkong
T.B. 037,	—	—	—	—	Lt.-Com. Nicol	Hongkong
T.B. 038,	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

\* Flagship of Admiral Jerram, K.O.B., C.V.O., O.M.G. Commander-in-Chief.

Kaiser Franz Joseph I	Armoured cruiser	4,000	45	8,000	Capt. Hanta	Shanghai
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## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

French.						
Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kleber	Armoured cruiser	9,700	12	19,000	Capt. Gauris	Hongkong
Ledee	Gunboat	645	10	1,000	Lieut. Vandier	Saigon
Argus	River gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jervillier	Canton
Feiho	Gunboat	130	—	—	Lieut. Collin	Tongku
Dordard de Lagree	Gunboat	—	—	—	Lieut. Dupuy Dutemps	Tongku
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station						
Lynx	Submarine	—	—	—	Lieut. Bolnix	Saigon
Protea	Submarine	—	—	—	Lieut. Bolnix	Saigon
Stryx	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronde	Destroyer	350	7	303	Lieut. Aurillac	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet	Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Musquet	Destroyer	307	8	300	Comdr. de Marquessac	Saigon
Manche	Surveying-ship	1,825	10	9,000	Com. Voisin	Saigon

\* Flagship of Commadore Boucicaut, Commanding the local defence Indo-China.

## German.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Eden	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Gneissau	Armoured cruiser	11,800	36	26,000	Captain Bruninghaus	Tsingtau
Uta	Gunboat	900	12	1,300	Comdr. v. Gohren	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Lipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau
Luchs	Gunboat	900	10	1,350	Capt. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. Morsberger	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Friele	Yangtze
Scharnhorst	Flagship	11,600	30	26,000	Capt. Rosing	Tsingtau
S. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Obt. z. S. v. Mauberge	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Bocker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Obt. z. S. Dressler	Yangtze

## Portuguese.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Luiz A. de Magalhães Correa Maa	Macao

## UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	—	—	—	—	Ensign W. H. Pastley	"
A-3	—	—	—	—	Ensign H. L. Bahol Daffer	"
A-7	—	—	—	—	Ensign O. M. Yates	"
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cavite
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. C. S. Keller	Canton
Callao	Gunboat	243	8	250	Ensign W. L. Heiberg	"
Chauncey	Torpedo-boat destroyer	420	7	8,000	Ensign Woodson	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cavite
Dale	Torpedo-boat destroyer	420	7	8,000	Ensign F. T. Barry	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Ensign F. Cogswell	"
Elcano	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,392	8	1,988	Com. G. R. Marvell	Shanghai
Mohican	Station ship	1,900	6	1,100	Lieut. V. R. Lowe	Cavite
Monadnock	Monitor	2,990	6	3,000	Com. W. C. Cole	Olongapo
Monterey	Monitor	4,084	4	5,277	Com. W. C. Cole	"
Pampanga	Gunboat	243	8	—	Ensign P. J. Peyton	Cavite
Piscataqua	Sea going-tug	854	2	1,600	Lieut. S. W. Wallace	Canton
Pompey	Repair ship	3,085	—	—	Com. C. W. Cole	Cavite



# THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, WEDNESDAY, JANUARY 14, 1914.

## CHINATOWN IN LONDON.

### An Orderly and Clean-Living Colony.

There is an old story which tells how an Irishman newly arrived in New York was shown the sign outside a Chinese laundry and asked if he could read it. "Read it!" said he. "Faith, no! But if I had my fiddle here I'd play it for ye."

To the great majority of the English people by in the streets about the docks, says the *Times*, the sprawling characters displayed on boards and windowpanes are not much more intelligible than they were to that Irishman; but it is not necessary to be able to read them. The visitor familiar with the small of opium need hardly turn in at the door of any one of half a dozen little shops in either of the two small streets which run off on opposite sides of the West India Dock-road to be informed of what is going on inside. Unless it be very cold the door will probably be standing open, and the odor, pungent but clammy, is noticeable on the doorstep. Nor is there any attempt at concealment within. In the little shop, with its high deal counter and its piles of glittering empty tins stacked up behind, the air is heavy with the fumes. You have only to lift a curtain to an inner room to see the rites in progress. Probably there are two smokers; perhaps in another room beyond there will be two more; and that they are no novices is plain from the gentle way in which they play with the precious paste, twirling it so deftly in the flame of the little lamp and smearing it with loving tenderness in the bowl of the thick-stemmed pipe.

### Opium Versus Whisky.

If you have any curiosity to know where the opium comes from you may find difficulty in satisfying it. That it is Indian and not Chinese the proprietor assures you readily enough; but beyond that, as to the channels of its importation, if you ask in English his understanding unaccountably fails him; if you ask in Chinese he merely does not know. One may conjecture that it is bought in small quantities by the same class of men who smoke it; for the patrons of the establishments are almost exclusively sea-faring men—sailors, firemen, and stewards in the ships which come to the docks. In these two small streets there are some 30 Chinese shops and restaurants; and the floating population may average 300 or 400, but varies according to the number of ships which happen to be in the river. If you speak to one of the smokers who is in a condition for conversation he will answer you readily enough. Yes, he is a fireman. His ship, the Singapore Castle, came in the day before yesterday. Oh, yes; opium is good, but... so is English whisky. And at the resort, evidently familiar, the little group of Chinese who have followed the visitor in from the street roar with laughter. Nor is it easy to find a reply, beyond remarking that the whisky is a good deal cheaper.

### The "Dens."

There indeed is the kernel of the problem. We may call these places "dens," for all that they are so clean and orderly and so little withdrawn from public gaze. We may deplore the injurious physical effects which follow overuse of the drug, however small the proportion of cases of definitely traceable injury may be either to the number of smokers or to the Chinese population. But we have to recognize first the universal human tendency to some form of indulgence in stimulants; and secondly, the fact that all the "dens" in these two streets together will not furnish from one month's end to another any

such spectacle of "degradation" or rowdiness as may be seen nightly in almost any public-house.

So, too, with the gambling. The public playing of fan-tan was definitely suppressed by the police last year; and, so far as can be discovered, there is nothing in the nature of a "hall" now in existence in London's Chinatown. But on any afternoon the visitor can find the gambling even less concealed than the opium smoking, the most popular game being a simple form of dominoes, ku-pai, played by parties of from three to half a dozen for insignificant stakes. More money passes over the little table in any city office-room at lunch-time than is lost and won here in a day at ku-pai. Neither in its earnestness nor in the size of the stakes does the playing compare with what goes on at 10,000 bridge tables in clubs and drawing-rooms in London every night. Sometimes there are quarrels; but in the vast majority of cases the spirit of cheerful recreation and the orderliness would compare only too favorably with the behaviour of any half-dozen English schoolmen foregathered for a game of "Nap" on shore.

### An Orderly Community.

The police, indeed, give the Chinese in Limehouse an excellent character. Overcrowding, which, according to our ideas, has always to be guarded against wherever the Chinese congregate, has been checked. The houses generally are extremely clean. Crimes of violence are rare; and there is practically no destitution, the members of the Colony being very helpful among themselves. Political feeling has run high during the recent stirring events in China, in which the members of the Colony have taken an absorbed and curiously simple and uncomprehending interest. They appear to be exclusively Cantonese, as might be expected from the way in which the Kuang Province are monopolizing the outlets for emigration and business overseas. With the most imperfect knowledge and child-like views of public affairs, the majority profess themselves admirers of Dr. Sun Yat-sen, who is generally believed, in some vague way, to have done much for China, and, as Cantonese, they are for the south, against the north, to a man. The late Emperor was a very weak man and the present Government is vastly better than the old; but Yuan Shih-kai also is old, very old, a quarter of a century older than his real age, and crippled, decrepit, and about to die. Much else the visitor may be told, equally remote from fact, and showing an elementary misunderstanding of the problems and situation of China; but it is worthy of note that the Colony no longer subscribes regularly to the Republican political funds.

Chinatowns all over the world have lost immensely in picture-queeness of late by the disappearance of the pigtail and the adoption of European dress. Now and then one may see here a small child gay in Chinese costume; but most of the children are clothed like English boys and girls of the same age, while many of the men are peater and more dandified than are the same classes from British manned ships in a foreign port.

### A Chinese Restaurant.

The visitor may do much worse than take a meal in Mr. Chong Chai's restaurant. On the ordinary bill of fare few dishes figure which are priced at more than 1d., the cost of a cup of "Pu-eh" medicine tea; but Mr. Chong Chai's cook is a man of resources and will produce special dishes, if forewarned, for European visitors, large and repellent masses of singularly inedible Chinese mutton-broth, sharks' fins, sea slugs, savoury masses of chicken and young bamboo shoots,

and what not, soup of which no chef would need to be ashamed, and, if you cannot face the ordinary Chinese sweets, great bits of light sponge cake and red smoking hot. The best China tea is good and the coffee more than passable. You can have a knife and fork, a Chinese spoon, and a paper table napkin, but beyond these the visitor will be embarrassed by lack of implements and the necessity of eating pie-meal from a common bowl; and his party will be the only persons in the rooms who are not using chop-sticks. The place is scrupulously clean, and you may see the kitchen, if you will, and will find it the cleanest part of the establishment. The walls are hung with notices and advertisements in Chinese characters, an announcement of an infallible cure for opium-smoking and another informing you that the proprietor is prepared to furnish whole "golden" pigs, properly preserved and glazed, for ceremonial purposes, of any size at 1s. 4d. per lb. Your are asked not to spit or rinse your mouth with tea upon the floor, and politely notified that "guests bring their own manners." The whole is presided over by a large picture of Confucius; and at the head of the stairs hangs a diploma setting forth that Mr. Chong Chai is a member in good standing of the Ancient Order of Druids!

So well patronized is the restaurant that nothing but the exceeding moderateness of the charges and the regular remittance to his parents in China can prevent the proprietor from growing abominably rich. But what one guesses to be more probable than any item on the bill is a penny-in-the-slot machine upon the wall, wherein, by pulling a handle, you send a little ball spinning round a circle whence it may or may not drop into a lucky niche; the reward of success being twopences. But the ball, of course, hates that lucky niche and prefers to lodge in any other ill-considered spot; and more pennies must go into the slot in the course of the evening than are won at any ku-pai game in the street.

### A Comparison with America.

Perhaps because the community is small and because the Chinese in London are not all concentrated in one solid block for these two streets are far from being all of China that there is in the East-end there is nothing here of the raffishness and thuggery which have given the San Francisco and New York Chinatowns such a bad name. The colony is orderly, clean-living, after its national ways, and very gentlemanly. The visitor may guess that he is not over-welcome, for the intrusion of inquisitive strangers has too often been followed by an outcry in the press, by routings-out of peaceful households, and fierce measures of reform. So the news that strangers are about soon spreads, and as they emerge from one door or another they will be conscious of being watched by little knots of idlers in the roads. But on the surface the visitor will be met with nothing but smiles and courtesy. There is opium smoking, certainly; and there is gambling of a sort; but one wonders whether so long as the quarter is as clean and the community as decent-living and as orderly as now, there is not more to be lost than gained by harrying the pipes and dominoes out of their present semi-publicity and driving them into holes and corners in the out-houses of the yards and to remote chambers in the upper storeys of the houses.

### Yarmouth Leaving for Home.

H.M.S. Yarmouth is due to leave Shanghai for England to-day. Although she has only been at Shanghai for a short time she has been a long while away from her home port.

## SPORTING GOSSIP.

### Concerning Track and Path.

The annual dinner of Birchfield Harriers, the winners of the National, Midland, and Midland Junior Cross-Country Championships, was held at Birmingham, Sir Francis Lowe, M.P., presiding. The chairman congratulated the club upon their wonderful success during the season. Sir Francis said he had always taken a keen interest in races of every kind. The club had won everything that was to be won in cross-country and flat races, and he was proud of them as the champion club.

At a meeting of the Birmingham Centre of the National Cyclists' Union it was reported by the Leicester Centre that G. A. W. King (Handsworth) and R. E. Giffin (Bromsgrove) had been suspended until August, 1914, for not having paid entry fees at Melton Mowbray sports on Bank Holiday. The Chairman: Who shall say that the Birmingham Centre sentences are severe? The accounts for the M.C.A.A. and N.C.U. joint championship sports, at Aston, were presented, and showed a profit of £14 16s. 9d.

According to the report submitted at the first general meeting of the Swedish Olympic Committee, the training proceeding in the different sections under qualified trainers is progressing in a satisfactory manner. Already preliminary steps have been taken with regard to the housing of the Swedish team at Berlin. The sub-committee were entrusted with the task of preparing estimates of costs for each section of sports, which were to be handed in before January 1 and will form the basis of the general estimate of the cost for Sweden's participation in the games. The preliminary trials in the modern pentathlon (riding, swimming, running, shooting, fencing) ended in the victory of Lieutenant de Laval.

### Football.

The following notes are from a recent issue of the *Sporting Chronicle*. During yesterday the applicants for Preference shares in the Bury Football Club received their letters of allotment. The directors offered 3,000 Five per cent. Preference shares of £1 each, and as 500 have been applied for they have gone to allotment. The applications for the shares are considered very disappointing. The instalments of 6s. per share had to be paid on or before December 20.

Huddersfield Town have signed on a new goal-keeper in the person of Edwin Davis, of the Clapton Orient club. Davis, who is 21 years of age, stands 5ft. 11in., and weighs 12st. He is stated to be a very promising custodian, but with Huggill paying so well he had not much chance of making his mark with the Orient.

Harry W. Mountford, whose transfer from Burnley to Third Lanark was announced yesterday, will operate at one of the inside positions in the match against Queen's Park to-day. It was rumoured in Glasgow yesterday that Third Lanark had been negotiating for the services of R. O. Hamilton, of Dundee, but on inquiry being made in was stated by the manager that there was absolutely no foundation for such a rumour.

Though Liverpool fancied the play of Spragg, Glenora's Inter-League centre-half, and Mr. Tom Watson was to be in Belfast to-day with a view to securing his services, it transpires they feel they are well enough off in half-backs, and will not mean-

time pursue the matter further. Everton have, it is said, expressed a desire to get Spragg provided they and Glenora can come to terms.

Middlesbrough have been negotiating with Sunderland for the transfer of their half-back, Harry Low. The negotiations have, however, been suspended, and there is not much likelihood of Low changing his quarters. It appears Low was dissatisfied at having to play with the reserves, and this led to the Tessaidera making enquiries about him. Sunderland are by no means anxious to part with such a fine player.

Young the Wolverhampton Wanderers half-back, has been compelled to have one of his knees placed in plaster of Paris. A Birmingham specialist, who has examined the knee, fears the displacement of a ligament, and it will be quite two months before Young will be seen in the ranks again.

Manchester United yesterday signed on a new outside right named Norton, of Nuneaton Town. Norton who is also capable of filling the outside left position, played for Stockport Country three seasons ago.

Mr. J. A. H. Cotton, president of Referees' Union, speaking at a gathering of Blackburn referees said he wished the Lancashire Football Association would follow the example of Belgium and Denmark, and make would-be referees pass a practical test before passing them as qualified. Mr. John Lewis, who presided, appealed to referees to do their duty. At the present time they were shirking responsibilities, which was neither good for the game nor themselves. Some referees were too much concerned with watching for appeals from linesmen instead of deciding for themselves.

### SWIMMING.

#### Another Record Threatened.

I know quite a large number of swimmers who are going to High-street Baths, Manchester, on Wednesday next, to witness one event alone writes "The Diver," in the *Sporting Chronicle* of November 20. Some of them are travelling a long distance for the purpose, which is sufficient evidence that something uncommon is on hand besides the Long-sight S.O. gal. The magnet is a 220 yards scratch race, which Mr. Baxter has arranged between J. G. Hatfield and Harold Annison. As a climax to a brilliant season for both champions, nothing more interesting could have been fixed, and as each has made a big effort to get thoroughly fit for the distance, a capital struggle may be looked for. Personally, I shall attend in anticipation of the record being broken, because I am fully convinced that if any modern swimmer is capable of demolishing Lane's wonderful figures, that have stood since 1902, Jack Hatfield is the individual who can do so; provided he can only get the necessary spirit from an opponent in his class.

Now, Annison, fit and well, is just the right type of youth for a mission of this sort. His record of 1913 needs little to embellish it. We know him to have beaten a minute for the 100 yards; he has covered 160 yards faster than ever Fred Lane did here; whilst his performance in the Southern farling championship proves that sprinting is not his only accomplishment. I'll be bound that Annison will move Hatfield at a pace that must be the sternest test that the Middlesbrough youth's stamina has undergone this season. If my prognostication on an accurate forecast, we only require Hatfield to be in similar form to what he showed at Hyde for new figures to come along. We shall see, anyhow, Mr. Baxter has asked for the best watches to be put on this pair of champions.

## THEODORE ROOSEVELT.

### Autobiography of the Ex-president.

Ex-President Roosevelt has already had not a few biographers, but no other book, though written like those by Mr. Jacob Riis and by Mr. Loupp, can have the authority or interest of the story of his life as told by himself, which was published last month. Not that Mr. Roosevelt's character is of so subtle a kind as to need much elucidation. It is recorded of him that when he was elected to the Governorship of the State of New York he said, "I know the very ordinary kind of man I am to fill this great office."

In his childhood he can have given but little promise of the man that he was to grow to be:—  
I was a sickly, delicate boy and suffered much from asthma, and had to be taken away on trips to find a place where I could breathe. One of my memories is of my father walking up and down the room with me in his arms at night when I was a very small person, and of sitting up in bed gasping, with my father and mother trying to help me.

In those days he seems to have had two passions. The first was for natural history. The second was an adoration of the fighting men and men of action, whose exploits impelled him, conscious of his own feebleness, to set himself resolutely to train and discipline and harden himself so that in time he might be able to emulate the feats of his heroes.

That disciplinary process he carried out with extraordinary pertinacity and doggedness. He forced himself to learn to box and wrestle, though never with hope or promise of becoming first-class at either sport. So with everything else—"I never became more than a fair hunter, we are told; and again, 'I never became a good roper (i.e., with the lariat on the plains more than an average rider.' In the same way he forced himself to speak in public, to face an audience, to order his thoughts clearly, say what he had to say, and sit down.

### Ranch Life.

So in course of time he became the man who unconcernedly with his fists "knocked out" the bully who, a pistol in either hand, terrorized the inmates of a frontier saloon. The "timid and nervous" youth, not much of a rider, only an average shot and poor "roper," earned and held, in spite of the ridicule to which his eye glasses exposed him, the respect of the cowboys in all the rough and tumble of a "cow-puncher's" life—a respect which helped him enormously in his later life, as when it came to raising the Rough Riders for the Cuban campaign, and in successive political conflicts in the Western States. The sudden irruptions of these friends of the Plains gave a picturesque touch to Mr. Roosevelt's occupancy of the White House.

I remember one of them who appeared at Washington one day just before lunch, a huge, powerful man who, when I knew him, had been distinctly a fighting character. It happened that on that day another old friend, the British Ambassador, Mr. Bryce, was among those coming to lunch. Just before we went in I turned to my cow-puncher friend and said to him with great solemnity, "Remember, Jim, that if you shot at the feet of the British Ambassador to make him dance, it would be likely to cause international complications; to which Jim responded, with unaffected horror, 'Why, Colonel, I shouldn't think of it! I shouldn't think of it!'"

This book does not bring Mr. Roosevelt's story down to the present day. Except for a couple of unrelated appendices and occasional incidental references in the text, there is little or nothing referring to the five years which have elapsed since he left the White House. But we do get an extremely interesting study of the growth of his political convictions, especially in relation to the "big business."

There are a number of excellent stories of political life: of the "bosses" and "machines," of his experience in the State Legislature, as Police Commissioner in New York, on the National Civil Service Commission, as Governor, and as Assistant Secretary in the Navy Department. It is well known how largely he helped to put the American Navy in a condition of something like readiness for the war with Spain which he saw was bound to come. In the story of the war itself, it is interesting to have here the authentic records of Mr. Roosevelt's own share in it, and especially of the episode of San Juan Hill. It is often asserted, and is by many good people believed, that he was not at San Juan Hill at all; but that all the story of his heroism is a fabrication. The official documents given here should set that calumny at rest for ever.

### The Cowboy Marshal.

Many of his old friends of the cowboy days Mr. Roosevelt, when he came to be President, appointed to places of trust and honour, and generally with conspicuous success. A "huge man" who had spent "a hot and lusty youth on the frontier in its viking age," was chosen by the President to be Marshal of one of the Western States:—

I told him that an effort would doubtless be made to prevent his confirmation by the Senate, and therefore I wanted to know all the facts in the case. Had he played fair? He had; but it was when everybody played fair, and he had never played a brazen game. "Had he killed anybody? Yes; but it was in was in Dodge City, when he was Dodge City Marshal, at a time when Dodge City was the toughest town on the continent and crowded with man-killing outlaws and road agents; and he produced telegrams from Judges of high character testifying to the need of the actions he had taken. Finally I said, 'Now, Ben; how did you lose that half of your ear?' To which, looking rather shy, he responded, 'Well, Colonel, it was bit off.' 'How did it happen, Ben?' 'Well, you see, I was sent to arrest a gentleman, and him and me mixed it up, and he bit off my ear.' 'What did you do to the gentleman, Ben?' And Ben, looking more coy than ever, responded, 'Well, Colonel, we broke about even.'

### Japan-India Service.

A Company called the Japan-India Mercantile Steamship Company has recently been organized and is expected to commence a regular service between Japan and India. In such circumstances the keenest competition is expected among the Calcutta liners of the four companies concerned, the B.I., N.Y.K., Indo-China and the new company.

### Repairs to Jutlandia.

Temporary repairs to the Danish motor ship Jutlandia having been completed, the vessel proceeded on November 28, for Bangkok. A few hours after sailing the vessel had to put back to St. Nazaire, the port shaft working unsatisfactorily. It is thought that permanent repairs will have to be carried out and that the Jutlandia will be delayed about a month at St. Nazaire.







